

Appointment

From: Ford, Hayley [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=4748a9029cf74453a20ee8ac9527830c-Ford, Hayle]
Sent: 3/27/2018 9:33:46 PM
To: Adm14Pruitt, Scott [adm14pruitt.scott@epa.gov]; Wehrum, Bill [Wehrum.Bill@epa.gov]; Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]; Dravis, Samantha [dravis.samantha@epa.gov]; Bolen, Brittany [bolen.brittany@epa.gov]; Hengst, Benjamin [Hengst.Benjamin@epa.gov]
Subject: Meeting: Ford Motor Company
Attachments: EPA Administrator Pruitt External Meeting Request Form-FMC.PDF
Location: Administrator's Office

Start: 4/12/2018 2:15:00 PM
End: 4/12/2018 2:45:00 PM
Show Time As: Busy



Meeting Request Form for Administrator Scott Pruitt

Today's Date: 3/23/2018

Meeting Date: 4/4/2018

Meeting Time: Any (preferably a 10:00am)

Requested Location (if offsite, please list address, parking instructions, etc.): EPA

Requestor:

Curt Magleby, Vice President of Ford US Government Relations

Purpose of the Meeting: MTE, fuel economy standards

Background on the Meeting:

Discuss Ford point of view on EPA's GHG program and One National Program

Role of the Administrator:

We would like to meet with Administrator Pruitt and reinforce our views with him.

Attendees:

Joe Hinrichs, President of Global Operations, Ford Motor Company

Kim Pittel, Group Vice President, Sustainability, Environment & Safety Engineering

Curt Magleby, Vice President of Ford US Government Relations

Gerald Roussel, Director of Government Affairs

Point of Contact:

Sarah Meirose, Ford Motor Company, smeirose@ford.com



April 9, 2018

The Honorable Scott Pruitt
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Mail Code: 1101A
Washington, D.C. 20460

The Honorable Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, S.E.
Washington, D.C. 20590

Re: EPA Mid-Term Evaluation and Upcoming Joint Rulemaking

Dear Administrator Pruitt and Secretary Chao:

As members of the *National Coalition for Advanced Transportation (NCAT)*, we write in response to the U.S. Environmental Protection Agency's April 2, 2018 Notice regarding the Mid-Term Evaluation of its Model-Year (MY) 2022-2025 greenhouse gas emission standards for light-duty vehicles (MTE Notice) and the upcoming joint rulemaking described in the notice.

The United States is undergoing an unprecedented transformation of its economy, including the simultaneous reshaping of both the transportation and energy sectors. No country is better positioned to lead the world in creating and building the transportation system of the future. We are confident that we will succeed beyond any past measure if we do not falter in our commitment to deliver to consumers anywhere in the world the highest-performance, smartest and cleanest vehicles and, consistent with this Administration's goals, the modern infrastructure needed to support them. While the MTE Notice identifies a range of uncertainties associated with this pivotal period of technology transition, we firmly believe that weakening fuel economy or greenhouse gas standards in reaction to short-term uncertainties would be self-defeating and wholly inconsistent with our shared goals of strengthening U.S. competitiveness, growing jobs and protecting our current technological superiority.

NCAT stands ready to work with you and the Administration to find a path forward that addresses any short-term challenges while preserving, and indeed accelerating, the transportation and energy transformation that consumers eagerly seek and that will help secure America's technology leadership for decades. We ask that you engage with NCAT, its members, and other stakeholders in a robust dialogue regarding how to ensure that these standards continue to reward innovation and preserve and strengthen stable growth of advanced vehicle technologies.

NCAT is a coalition of companies that supports electric vehicle (EV) and other advanced transportation technologies and related infrastructure, including business leaders engaged in energy supply, transmission and distribution; vehicle and component design and manufacturing; and charging infrastructure production and implementation, among other activities. Our members support government initiatives, including federal and state vehicle standards, that provide regulatory, financial, infrastructure and other support for emerging EV and other clean vehicle technologies to compete in the marketplace. NCAT also recognizes the critical role that California and other states play in adopting and implementing vehicle standards that support advanced technologies. Such state leadership has historically ensured that the United States remained on the cutting edge of technology development, and we see no reason to reconsider that approach at this key juncture. If stakeholders work together, we firmly believe that state and federal interests can remain aligned to ensure ongoing regulatory certainty and stable, long-term signals to guide investment.

NCAT's members are concerned by, and strongly disagree with, many of the statements in EPA's MTE Notice regarding the availability, affordability, consumer acceptance and benefits of EV technologies. EV and related technologies and infrastructure provide major economic and energy security benefits, and U.S. leadership in this space is critical to our economic health, global competitiveness and environmental quality. As detailed in our October 5, 2017 comments to EPA on its reconsideration of the January 2017 Mid-Term Evaluation final determination, there have been substantial advances in EV technologies and corresponding decreases in costs since 2012. Sales of these vehicles are increasing significantly, demonstrating growing consumer demand. U.S. and other manufacturers are scaling up investments and rapidly expanding their EV offerings across a range of vehicle types and price points. Range, performance, options and affordability are all improving rapidly, making EVs increasingly attractive to consumers. The simultaneous rapid development of autonomous vehicle technologies and on-demand transportation, both of which work synergistically with EV technologies, signal the beginning of a major transformation in our transportation system. In recognition of these trends, governments across the world are announcing policies to transition away from conventional vehicles and towards EVs, creating a race among manufacturers to capture the expanding global market for these vehicles.

To win that race, the United States must establish and maintain leadership through robust, long-term fuel economy and greenhouse gas standards at the federal level. When the current standards were adopted in 2012, it was clear that this Mid-Term Evaluation would find us where we are now – in the early stages of a transition from predominant reliance on efficiency improvements in conventional vehicles to increasingly greater reliance on EVs. While it may be tempting to look to short-term signals, the federal greenhouse gas emissions and fuel economy programs are intended to take the longer view. When we do take that longer view, all signs clearly support our readiness to make this transition. Failure to recognize, embrace and support these trends presents serious risks that the United States will lose its role as a global leader in these technologies of the future.

NCAT respectfully requests that you work closely with our members and other stakeholders in the period leading up to issuance of a proposed rule for the MY 2022-25 standards. These issues are too important and the stakes are too high to rely exclusively on the notice-and-comment rulemaking process to reach outcomes that meet our shared objectives. A more iterative,

interactive and inclusive dialogue is needed. We stand ready to work with you and others to identify solutions that can address any near-term challenges while preserving the benefits of the current standards and strengthening long-term growth of EVs and other advanced technologies.

Thank you for your consideration.

Sincerely,



Robert A. Wyman
Devin O'Connor
Latham & Watkins LLP
Counsel to NCAT
555 11th Street, NW
Washington, DC 20004-1304

National Coalition for Advanced Transportation (<https://www.lwnecat.com>)

Ampaire
Atlantic City Electric
Baltimore Gas & Electric
Commonwealth Edison Company
Delmarva Power
Edison International
EVgo
Exelon
Los Angeles Department of Water & Power
Pacific Gas and Electric Company
PECO
PEPCO
Portland General Electric
Sacramento Municipal Utility District
Tesla
Workhorse

Message

From: Jackson, Ryan [jackson.ryan@epa.gov]
Sent: 3/19/2018 9:52:58 PM
To: Bowman, Liz [Bowman.Liz@epa.gov]; Bennett, Tate [Bennett.Tate@epa.gov]
CC: Dickerson, Aaron [dickerson.aaron@epa.gov]; Ford, Hayley [ford.hayley@epa.gov]
Subject: FW: deputies meeting
Attachments: 2018 1st QTR 2nd QTR Travel - Draft.docx

All, I will be out Friday. However, I think it's really important to hold this weekly. Liz and Tate, will you lead the meeting on Friday. Don't let anyone know I won't be there. Just conduct it for me so everyone still contributes.

From: Jackson, Ryan
Sent: Monday, March 19, 2018 5:51 PM
To: Dravis, Samantha <dravis.samantha@epa.gov>; Lyons, Troy <lyons.troy@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>; Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>; Beck, Nancy <beck.nancy@epa.gov>; Brown, Byron <brown.byron@epa.gov>; Baptist, Erik <baptist.erik@epa.gov>; Yamada, Richard (Yujiro) <yamada.richard@epa.gov>; Kelly, Albert <kelly.albert@epa.gov>; Traylor, Patrick <traylor.patrick@epa.gov>; Greaves, Holly <greaves.holly@epa.gov>; Bennett, Tate <Bennett.Tate@epa.gov>; Forsgren, Lee <Forsgren.Lee@epa.gov>; Greenwalt, Sarah <greenwalt.sarah@epa.gov>; Bolen, Brittany <bolen.brittany@epa.gov>; Gordon, Stephen <gordon.stephen@epa.gov>; Cook, Steven <cook.steven@epa.gov>; Darwin, Veronica <darwin.veronica@epa.gov>; Chancellor, Erin <chancellor.erin@epa.gov>; Munoz, Charles <munoz.charles@epa.gov>
Cc: Dickerson, Aaron <dickerson.aaron@epa.gov>; Darwin, Henry <darwin.henry@epa.gov>; Ford, Hayley <ford.hayley@epa.gov>
Subject: RE: deputies meeting

Newest outlook based on a few changes. Also added bullets at the end for upcoming developments too.

Aaron will find a good time for this Friday's meeting.

Ryan Jackson
Chief of Staff
U.S. Environmental Protection Agency
(202) 564-6999

Message

From: Abboud, Michael [abboud.michael@epa.gov]
Sent: 4/2/2018 10:07:26 PM
To: Ferguson, Lincoln [ferguson.lincoln@epa.gov]; McMurray, Forrest [mcmurray.forrest@epa.gov]; Hewitt, James [hewitt.james@epa.gov]; Wilcox, Jahan [wilcox.jahan@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]; Daniell, Kelsi [daniell.kelsi@epa.gov]; Konkus, John [konkus.john@epa.gov]; Kunding, Kelly [kunding.kelly@epa.gov]; Bennett, Tate [Bennett.Tate@epa.gov]; Letendre, Daisy [letendre.daisy@epa.gov]; Gordon, Stephen [gordon.stephen@epa.gov]; Beach, Christopher [beach.christopher@epa.gov]
Subject: List of press attendees for MTE event

PRINT

Bloomberg: Jennifer Dlouhy
Wall Street Journal: Tim Puko
Detroit News: Keith Laing
The Daily Signal: Fred Lucas

TELEVISION

CBS
Bloomberg
Gray-TV
Fox News

Message

From: Jackson, Ryan [jackson.ryan@epa.gov]
Sent: 3/29/2018 4:46:45 PM
To: Lyons, Troy [lyons.troy@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]; Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]; Beck, Nancy [Beck.Nancy@epa.gov]; Brown, Byron [brown.byron@epa.gov]; Baptist, Erik [Baptist.Erik@epa.gov]; Yamada, Richard (Yujiro) [yamada.richard@epa.gov]; Kelly, Albert [kelly.albert@epa.gov]; Traylor, Patrick [traylor.patrick@epa.gov]; Greaves, Holly [greaves.holly@epa.gov]; Bennett, Tate [Bennett.Tate@epa.gov]; Forsgren, Lee [Forsgren.Lee@epa.gov]; Greenwalt, Sarah [greenwalt.sarah@epa.gov]; Bolen, Brittany [bolen.brittany@epa.gov]; Gordon, Stephen [gordon.stephen@epa.gov]; Cook, Steven [cook.steven@epa.gov]; Darwin, Veronica [darwin.veronica@epa.gov]; Chancellor, Erin [chancellor.erin@epa.gov]; Woods, Clint [woods.clint@epa.gov]; Darwin, Henry [darwin.henry@epa.gov]; Hanson, Paige (Catherine) [hanson.catherine@epa.gov]; Ford, Hayley [ford.hayley@epa.gov]; Dravis, Samantha [dravis.samantha@epa.gov]; White, Elizabeth [white.elizabeth@epa.gov]
Subject: RE: updated short hand of events and travel from this morning
Attachments: 2018 2nd QTR Travel - Draft.docx

I'm sorry, I sent that too soon. Please use the attached.

From: Jackson, Ryan
Sent: Thursday, March 29, 2018 12:08 PM
To: Lyons, Troy <lyons.troy@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>; Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>; Beck, Nancy <beck.nancy@epa.gov>; Brown, Byron <brown.byron@epa.gov>; Baptist, Erik <baptist.erik@epa.gov>; Yamada, Richard (Yujiro) <yamada.richard@epa.gov>; Kelly, Albert <kelly.albert@epa.gov>; Traylor, Patrick <traylor.patrick@epa.gov>; Greaves, Holly <greaves.holly@epa.gov>; Bennett, Tate <Bennett.Tate@epa.gov>; Forsgren, Lee <Forsgren.Lee@epa.gov>; Greenwalt, Sarah <greenwalt.sarah@epa.gov>; Bolen, Brittany <bolen.brittany@epa.gov>; Gordon, Stephen <gordon.stephen@epa.gov>; Cook, Steven <cook.steven@epa.gov>; Darwin, Veronica <darwin.veronica@epa.gov>; Chancellor, Erin <chancellor.erin@epa.gov>; Woods, Clint <woods.Clint@epa.gov>; Darwin, Henry <darwin.henry@epa.gov>; Hanson, Paige (Catherine) <hanson.catherine@epa.gov>; Ford, Hayley <ford.hayley@epa.gov>; Dravis, Samantha <dravis.samantha@epa.gov>; White, Elizabeth <white.elizabeth@epa.gov>
Subject: updated short hand of events and travel from this morning

Ryan Jackson
 Chief of Staff
 U.S. Environmental Protection Agency
 (202) 564-6999

Message

From: Jackson, Ryan [jackson.ryan@epa.gov]
Sent: 3/29/2018 4:08:39 PM
To: Lyons, Troy [lyons.troy@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]; Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]; Beck, Nancy [Beck.Nancy@epa.gov]; Brown, Byron [brown.byron@epa.gov]; Baptist, Erik [Baptist.Erik@epa.gov]; Yamada, Richard (Yujiro) [yamada.richard@epa.gov]; Kelly, Albert [kelly.albert@epa.gov]; Traylor, Patrick [traylor.patrick@epa.gov]; Greaves, Holly [greaves.holly@epa.gov]; Bennett, Tate [Bennett.Tate@epa.gov]; Forsgren, Lee [Forsgren.Lee@epa.gov]; Greenwalt, Sarah [greenwalt.sarah@epa.gov]; Bolen, Brittany [bolen.brittany@epa.gov]; Gordon, Stephen [gordon.stephen@epa.gov]; Cook, Steven [cook.steven@epa.gov]; Darwin, Veronica [darwin.veronica@epa.gov]; Chancellor, Erin [chancellor.erin@epa.gov]; Woods, Clint [woods.clint@epa.gov]; Darwin, Henry [darwin.henry@epa.gov]; Hanson, Paige (Catherine) [hanson.catherine@epa.gov]; Ford, Hayley [ford.hayley@epa.gov]; Dravis, Samantha [dravis.samantha@epa.gov]; White, Elizabeth [white.elizabeth@epa.gov]
Subject: updated short hand of events and travel from this morning
Attachments: 2018 2nd QTR Travel - Draft.docx

Ryan Jackson
Chief of Staff
U.S. Environmental Protection Agency
(202) 564-6999

Message

From: Konkus, John [konkus.john@epa.gov]
Sent: 3/29/2018 12:53:52 PM
To: Munoz, Charles [munoz.charles@epa.gov]
CC: Bowman, Liz [Bowman.Liz@epa.gov]; Hewitt, James [hewitt.james@epa.gov]
Subject: WH AM Update

Charles: Good morning. Here are today's expected communication actions:

- Midterm Evaluation standards (aka CAFE standards), is with OMB, announcement expected by 4/1 to early next week.
- Today, Administrator Pruitt will be in Wyoming with Senators Barrasso and Enzi for tour of Black Thunder coal mine.

Thank you and please let us know if you have any questions.

John Konkus
Environmental Protection Agency
Deputy Associate Administrator for Public Affairs
Mobile: (202) 365-9250

Message

From: Palich, Christian [palich.christian@epa.gov]
Sent: 4/2/2018 9:36:58 PM
To: Ringel, Aaron [ringel.aaron@epa.gov]
CC: Letendre, Daisy [letendre.daisy@epa.gov]; Bennett, Tate [Bennett.Tate@epa.gov]; Wilcox, Jahan [wilcox.jahan@epa.gov]; Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]; Wehrum, Bill [Wehrum.Bill@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]; Shimmin, Kaitlyn [shimmin.kaitlyn@epa.gov]; Rodrick, Christian [rodrick.christian@epa.gov]; Frye, Tony (Robert) [frye.robert@epa.gov]
Subject: Re: have any lawmakers endorsed the administrator's MTE decision?

So is EPW, should be out soon. Will send along.

Christian R. Palich
 Deputy Associate Administrator
 Office of Congressional Affairs
 C: 202.306.4656

Sent from my iPhone

On Apr 2, 2018, at 5:09 PM, Ringel, Aaron <ringel.aaron@epa.gov> wrote:

E&C press release.



FOR IMMEDIATE RELEASE
 April 2, 2018

Contact: Press Office
 (202) 226-4972

Committee Leaders Comment on EPA's Determination in Mid-Term Evaluation

WASHINGTON, DC – Subcommittee on Energy Chairman Fred Upton (R-MI), Subcommittee on Environment Chairman John Shimkus (R-IL), and Subcommittee on Digital Commerce and Consumer Protection Chairman Bob Latta (R-OH), today issued the following statement after the Environmental Protection Agency (EPA) announced a new final determination as part of the Mid-Term Evaluation process for model year 2022-2025 vehicle standards.

"While today's announcement is far from a final rulemaking and actual changes to the standards, EPA's determination reflects current realities and better mirrors what the car-buying public wants," **said Upton, Shimkus, and Latta.** "If automakers cannot produce the cars people want to buy at prices they can afford, that will quickly have an adverse impact on the auto industry, its workers, and even the environment as older, less-efficient cars will remain on our roadways. That is why we need reasonable and achievable improvements in fuel economy, and this determination is a step in the right direction."

Background: Under the Mid-Term Evaluation schedule, NHTSA and EPA were to jointly issue their respective determinations on the model year 2022-2025 standards by April of 2018. However, the Obama EPA abandoned this

commitment and issued their own final determination seven days before President Trump was sworn into office. In March of 2017, Trump's EPA announced they would revisit the previous administration's determination and make its own determination by April 2018.

#

[PERMALINK](#)



This email was sent to ringel.aaron@epa.gov using GovDelivery Communications Cloud on behalf of: House Committee on Energy and Commerce · [2125 Rayburn House Office Building, Washington, DC 20515](#)

Sent from my iPhone

On Apr 2, 2018, at 5:06 PM, Letendre, Daisy <letendre.daisy@epa.gov> wrote:

NADA –

NADA Applauds EPA Announcement on Vehicle Emissions, Fuel Economy

TYSONS, Va. (April 2, 2018)—NADA President and CEO Peter Welch on Monday issued the following statement in response to the EPA's completion of its Midterm Evaluation for greenhouse gas (GHG) emissions standards for cars and light trucks for model years 2022-2025, and its intention to initiate a joint rulemaking with NHTSA on appropriately tailored GHG and fuel economy standards for that timeframe:

"NADA has long supported a data-driven and informed process for determining future greenhouse gas and fuel economy standards, and we applaud EPA for putting us back on this path.

"America's franchised auto dealers fully support continuous improvements in fuel economy and vehicle emissions, and we fully support fuel economy requirements that will allow us to build on the progress we've already achieved while keeping new vehicles affordable for working men and women all across America. Standards alone – whatever they are – won't do the trick. But smart standards that maintain affordability and encourage fleet turnover will help maximize the number of cleaner, safer and more fuel-efficient vehicles we get on the road every year."

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AUTO ALLIANCE STATEMENT ON EPA FINAL DETERMINATION (issued 4/2/18):

“This was the right decision, and we support the Administration for pursuing a data-driven effort and a single national program as it works to finalize future standards. We appreciate that the Administration is working to find a way to both increase fuel economy standards and keep new vehicles affordable to more Americans.

“Today’s announcement was the expected necessary step that sets in motion a future rulemaking where the government will propose a range of alternatives – sharing the data gathered to support various options — and seek public comments.

“Automakers are committed to increasing fuel economy requirements and the key to achieving higher standards is selling more of the highly fuel-efficient vehicles, including 50 models of electric cars, now in dealer showrooms. Consumer research shows that the monthly payment is the top concern when car-shopping. So, to ensure ongoing fuel economy improvement, the wisest course of action is to keep new vehicles affordable so more consumers can replace an older car with a new vehicle that uses much less fuel – and offers more safety features. Automakers continue to develop safety and other innovations and we want to get these technologies – and all their benefits – on the road as soon as possible.

“Maintaining a single national program is critical to ensuring that cars remain affordable. We look forward to working with key stakeholders and the State of California once EPA and NHTSA begin a rulemaking. As in the past, we will review their proposed rule through the lens of its impact on jobs and meeting our customers’ needs for affordable, safe, clean and fuel-efficient transportation.”

Daisy C. Letendre

Letendre.Daisy@epa.gov

From: Bennett, Tate

Sent: Monday, April 2, 2018 5:01 PM

To: Wilcox, Jahan <wilcox.jahan@epa.gov>

Cc: Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>; Wehrum, Bill <Wehrum.Bill@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>; Letendre, Daisy <letendre.daisy@epa.gov>; Ringel, Aaron <ringel.aaron@epa.gov>; Shimmin, Kaitlyn <shimmin.kaitlyn@epa.gov>

Subject: Re: have any lawmakers endorsed the administrator's MTE decision?

Not sure if OCIR has anything from their folks (Aaron/ Kaitlyn?), but here are the auto quotes so far:

April 02, 2018 Press Release

Global Automakers Views EPA’s MY 2022-2025 GHG Emission Final Determination As An Important First Step

The Association of Global Automakers appreciates the U.S. Environmental Protection Agency's (EPA) deliberative and data-driven determination that adjustments to the MY 2022-2025 Greenhouse Gas (GHG) Program for cars and light trucks are needed to better reflect the realities of today's U.S. auto market. Global Automakers looks forward to working with the EPA, the National Highway Traffic Safety Administration (NHTSA) and California to establish one national program that is environmentally strong, provides flexible options for manufacturers, and accounts for the needs and wants of our customers.

"We appreciate the EPA's data-driven process in arriving at its Final Determination that adjustments to the national GHG program are needed," said John Bozzella, president and CEO for Global Automakers. "This is the first step in a longer rulemaking process, and the best way to achieve our collective goals is under a single national program that provides an aggressive but achievable pathway, a variety of compliance tools, and factors in the role of customers."

In 2012, stakeholders agreed that it would be necessary to conduct a data-driven Mid-Term Evaluation to ensure that the standards for MY 2022-2025 were in line with technology development and customers' needs in an ever-changing marketplace. Success in achieving emissions reductions depends on a number of factors, not all of which are in the control of vehicle manufacturers. Some of these include trends in gas prices, technology costs, infrastructure needs, and consumers' preferences.

"The world market is shifting to low carbon transportation, and the United States needs to remain competitive," said Bozzella. "The auto industry can best achieve its goals when there is regulatory certainty, consistency, and room to innovate. Manufacturers need to sell vehicles that customers need and want today to fund the technological shifts in electrification and automation expected in the future. All stakeholders – federal, state, industry and others – need to be working together now on next steps following this Final Determination."

FreedomWorks Applauds EPA's Plan to Revise Greenhouse Gas Emission Standards

BY PATRICK HEDGER

7 minutes ago

Following the announcement that the Environmental Protection Agency (EPA) will revise greenhouse gas (GHG) emission standards for light-duty vehicles, FreedomWorks Director of Policy Patrick Hedger commented:

"Overreaching, inappropriate EPA regulations had become par for the course for the Obama administration, with GHG emission standards being no exception. The previous administration thought they could micromanage entire industries through executive fiat. Under the Trump administration, however, transparency and embracing markets has thankfully become the new status quo at EPA."

“The EPA’s announced revisions to GHG emission standards will enable technological innovation, instead of stifle it. Working with the National Highway Transportation Safety Board, the EPA’s efforts under Administrator Scott Pruitt will improve quality, safety, and affordability of automobiles -- greatly benefiting consumers and manufacturers alike.”

FreedomWorks aims to educate, build, and mobilize the largest network of activists advocating the principles of smaller government, lower taxes, free markets, personal liberty and the rule of law.

<https://www.epa.gov/sites/production/files/2018-04/documents/mte-final-determination-notice-2018-04-02.pdf>

On Apr 2, 2018, at 4:55 PM, Wilcox, Jahan <wilcox.jahan@epa.gov> wrote:

From: Eilperin, Juliet [<mailto:Juliet.Eilperin@washpost.com>]
Sent: Monday, April 2, 2018 4:55 PM
To: Wilcox, Jahan <wilcox.jahan@epa.gov>
Subject: have any lawmakers endorsed the administrator's MTE decision?

Just curious, we aren’t seeing a lot of statements on it, and the National Association of Car Dealers did not respond to our inquiries, so we’re trying to sort out who’s weighed in on this beyond the critics (and the Alliance and CEI).

Thanks, Juliet

Juliet Eilperin
Senior National Affairs Correspondent
Washington Post
Juliet.eilperin@washpost.com
(O) 202-334-7774
(C) 202-302-3663
@eilperin

Message

From: Jackson, Ryan [jackson.ryan@epa.gov]
Sent: 3/16/2018 10:22:00 PM
To: Dravis, Samantha [dravis.samantha@epa.gov]; Lyons, Troy [lyons.troy@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]; Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]; Beck, Nancy [Beck.Nancy@epa.gov]; Brown, Byron [brown.byron@epa.gov]; Baptist, Erik [Baptist.Erik@epa.gov]; Yamada, Richard (Yujiro) [yamada.richard@epa.gov]; Kelly, Albert [kelly.albert@epa.gov]; Traylor, Patrick [traylor.patrick@epa.gov]; Greaves, Holly [greaves.holly@epa.gov]; Bennett, Tate [Bennett.Tate@epa.gov]; Forsgren, Lee [Forsgren.Lee@epa.gov]; Greenwalt, Sarah [greenwalt.sarah@epa.gov]; Bolen, Brittany [bolen.brittany@epa.gov]; Gordon, Stephen [gordon.stephen@epa.gov]; Cook, Steven [cook.steven@epa.gov]; Darwin, Veronica [darwin.veronica@epa.gov]; Chancellor, Erin [chancellor.erin@epa.gov]
CC: Dickerson, Aaron [dickerson.aaron@epa.gov]; Darwin, Henry [darwin.henry@epa.gov]; Ford, Hayley [ford.hayley@epa.gov]
Subject: RE: deputies meeting
Attachments: 2018 1st QTR Travel - Draft.docx

New outlook based on today's meeting. Thanks for your continued work on this.

Ryan Jackson
Chief of Staff
U.S. Environmental Protection Agency
(202) 564-6999

Message

From: Letendre, Daisy [letendre.daisy@epa.gov]
Sent: 4/2/2018 9:20:38 PM
To: Ringel, Aaron [ringel.aaron@epa.gov]
CC: Bennett, Tate [Bennett.Tate@epa.gov]; Wilcox, Jahan [wilcox.jahan@epa.gov]; Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]; Wehrum, Bill [Wehrum.Bill@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]; Shimmin, Kaitlyn [shimmin.kaitlyn@epa.gov]; Palich, Christian [palich.christian@epa.gov]; Rodrick, Christian [rodrick.christian@epa.gov]; Frye, Tony (Robert) [frye.robert@epa.gov]
Subject: RE: have any lawmakers endorsed the administrator's MTE decision?

Inhofe press release is forthcoming.

Daisy C. Letendre

Letendre.Daisy@epa.gov

From: Ringel, Aaron
Sent: Monday, April 2, 2018 5:10 PM
To: Letendre, Daisy <letendre.daisy@epa.gov>
Cc: Bennett, Tate <Bennett.Tate@epa.gov>; Wilcox, Jahan <wilcox.jahan@epa.gov>; Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>; Wehrum, Bill <Wehrum.Bill@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>; Shimmin, Kaitlyn <shimmin.kaitlyn@epa.gov>; Palich, Christian <palich.christian@epa.gov>; Rodrick, Christian <rodrick.christian@epa.gov>; Frye, Tony (Robert) <frye.robert@epa.gov>
Subject: Re: have any lawmakers endorsed the administrator's MTE decision?

E&C press release.



FOR IMMEDIATE RELEASE

April 2, 2018

Contact: Press Office

[\(202\) 226-4972](tel:2022264972)

Committee Leaders Comment on EPA's Determination in Mid-Term Evaluation

WASHINGTON, DC – Subcommittee on Energy Chairman Fred Upton (R-MI), Subcommittee on Environment Chairman John Shimkus (R-IL), and Subcommittee on Digital Commerce and Consumer Protection Chairman Bob Latta (R-OH), today issued the following statement after the Environmental Protection Agency (EPA) announced a new final determination as part of the Mid-Term Evaluation process for model year 2022-2025 vehicle standards.

"While today's announcement is far from a final rulemaking and actual changes to the standards, EPA's determination reflects current realities and better mirrors what the car-buying public wants," **said Upton, Shimkus, and Latta.** "If automakers cannot produce the cars people want to buy at prices they can afford, that will quickly have an adverse impact on the auto industry, its workers, and even the environment as older, less-efficient cars will remain on our

roadways. That is why we need reasonable and achievable improvements in fuel economy, and this determination is a step in the right direction."

Background: Under the Mid-Term Evaluation schedule, NHTSA and EPA were to jointly issue their respective determinations on the model year 2022-2025 standards by April of 2018. However, the Obama EPA abandoned this commitment and issued their own final determination seven days before President Trump was sworn into office. In March of 2017, Trump's EPA announced they would revisit the previous administration's determination and make its own determination by April 2018.

###

[PERMALINK](#)



ENERGYCOMMERCE.HOUSE.GOV

This email was sent to ringel.aaron@epa.gov using GovDelivery Communications Cloud on behalf of: House Committee on Energy and Commerce · [2125 Rayburn House Office Building, Washington, DC 20515](#)

Sent from my iPhone

On Apr 2, 2018, at 5:06 PM, Letendre, Daisy <letendre.daisy@epa.gov> wrote:

NADA –

NADA Applauds EPA Announcement on Vehicle Emissions, Fuel Economy

TYSONS, Va. (April 2, 2018)—NADA President and CEO Peter Welch on Monday issued the following statement in response to the EPA's completion of its Midterm Evaluation for greenhouse gas (GHG) emissions standards for cars and light trucks for model years 2022-2025, and its intention to initiate a joint rulemaking with NHTSA on appropriately tailored GHG and fuel economy standards for that timeframe:

"NADA has long supported a data-driven and informed process for determining future greenhouse gas and fuel economy standards, and we applaud EPA for putting us back on this path.

"America's franchised auto dealers fully support continuous improvements in fuel economy and vehicle emissions, and we fully support fuel economy requirements that will allow us to build on the progress we've already achieved while keeping new vehicles affordable for working men and women all across America. Standards alone – whatever they are – won't do the trick. But smart standards that maintain affordability and encourage fleet turnover will help maximize the number of cleaner, safer and more fuel-efficient vehicles we get on the road every year."

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AUTO ALLIANCE STATEMENT ON EPA FINAL DETERMINATION (issued 4/2/18):

“This was the right decision, and we support the Administration for pursuing a data-driven effort and a single national program as it works to finalize future standards. We appreciate that the Administration is working to find a way to both increase fuel economy standards and keep new vehicles affordable to more Americans.

“Today’s announcement was the expected necessary step that sets in motion a future rulemaking where the government will propose a range of alternatives – sharing the data gathered to support various options — and seek public comments.

“Automakers are committed to increasing fuel economy requirements and the key to achieving higher standards is selling more of the highly fuel-efficient vehicles, including 50 models of electric cars, now in dealer showrooms. Consumer research shows that the monthly payment is the top concern when car-shopping. So, to ensure ongoing fuel economy improvement, the wisest course of action is to keep new vehicles affordable so more consumers can replace an older car with a new vehicle that uses much less fuel – and offers more safety features. Automakers continue to develop safety and other innovations and we want to get these technologies – and all their benefits – on the road as soon as possible.

“Maintaining a single national program is critical to ensuring that cars remain affordable. We look forward to working with key stakeholders and the State of California once EPA and NHTSA begin a rulemaking. As in the past, we will review their proposed rule through the lens of its impact on jobs and meeting our customers’ needs for affordable, safe, clean and fuel-efficient transportation.”

Daisy C. Letendre

Letendre.Daisy@epa.gov

From: Bennett, Tate

Sent: Monday, April 2, 2018 5:01 PM

To: Wilcox, Jahan <wilcox.jahan@epa.gov>

Cc: Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>; Wehrum, Bill <Wehrum.Bill@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>; Letendre, Daisy <letendre.daisy@epa.gov>; Ringel, Aaron <ringel.aaron@epa.gov>; Shimmin, Kaitlyn <shimmin.kaitlyn@epa.gov>

Subject: Re: have any lawmakers endorsed the administrator's MTE decision?

Not sure if OCIR has anything from their folks (Aaron/ Kaitlyn?), but here are the auto quotes so far:

April 02, 2018 Press Release

Global Automakers Views EPA’s MY 2022-2025 GHG Emission Final Determination As An Important First Step

The Association of Global Automakers appreciates the U.S. Environmental Protection Agency’s (EPA) deliberative and data-driven determination that adjustments to the MY 2022-2025 Greenhouse Gas (GHG) Program for cars and light trucks are needed to better reflect the realities of today’s U.S. auto market. Global Automakers looks forward to working with the EPA, the

National Highway Traffic Safety Administration (NHTSA) and California to establish one national program that is environmentally strong, provides flexible options for manufacturers, and accounts for the needs and wants of our customers.

“We appreciate the EPA’s data-driven process in arriving at its Final Determination that adjustments to the national GHG program are needed,” said John Bozzella, president and CEO for Global Automakers. “This is the first step in a longer rulemaking process, and the best way to achieve our collective goals is under a single national program that provides an aggressive but achievable pathway, a variety of compliance tools, and factors in the role of customers.”

In 2012, stakeholders agreed that it would be necessary to conduct a data-driven Mid-Term Evaluation to ensure that the standards for MY 2022-2025 were in line with technology development and customers’ needs in an ever-changing marketplace. Success in achieving emissions reductions depends on a number of factors, not all of which are in the control of vehicle manufacturers. Some of these include trends in gas prices, technology costs, infrastructure needs, and consumers’ preferences.

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FreedomWorksApplauds EPA’s Plan to Revise Greenhouse Gas Emission Standards

BY PATRICK HEDGER

7 minutes ago

Following the announcement that the Environmental Protection Agency (EPA) will revise greenhouse gas (GHG) emission standards for light-duty vehicles, FreedomWorksDirector of Policy Patrick Hedger commented:

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“The EPA’s announced revisions to GHG emission standards will enable technological innovation, instead of stifle it. Working with the National Highway Transportation Safety Board, the EPA’s efforts under Administrator Scott Pruitt will improve quality, safety, and affordability of automobiles -- greatly benefiting consumers and manufacturers alike.”

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<https://www.epa.gov/sites/production/files/2018-04/documents/mte-final-determination-notice-2018-04-02.pdf>

On Apr 2, 2018, at 4:55 PM, Wilcox, Jahan <wilcox.jahan@epa.gov> wrote:

From: Eilperin, Juliet [<mailto:Juliet.Eilperin@washpost.com>]
Sent: Monday, April 2, 2018 4:55 PM
To: Wilcox, Jahan <wilcox.jahan@epa.gov>
Subject: have any lawmakers endorsed the administrator's MTE decision?

Just curious, we aren't seeing a lot of statements on it, and the National Association of Car Dealers did not respond to our inquiries, so we're trying to sort out who's weighed in on this beyond the critics (and the Alliance and CEI).

Thanks, Juliet

Juliet Eilperin
Senior National Affairs Correspondent
Washington Post
Juliet.eilperin@washpost.com
(O) 202-334-7774
(C) 202-302-3663
@eilperin

Message

From: Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]
Sent: 4/2/2018 6:59:46 PM
To: Jackson, Ryan [jackson.ryan@epa.gov]
CC: Ford, Hayley [ford.hayley@epa.gov]; Lyons, Troy [lyons.troy@epa.gov]; Palich, Christian [palich.christian@epa.gov]; Ringel, Aaron [ringel.aaron@epa.gov]; Bennett, Tate [Bennett.Tate@epa.gov]; Gordon, Stephen [gordon.stephen@epa.gov]; Bolen, Brittany [bolen.brittany@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]; Wilcox, Jahan [wilcox.jahan@epa.gov]; Dominguez, Alexander [dominguez.alexander@epa.gov]; Baptist, Erik [Baptist.Erik@epa.gov]
Subject: Re: MTE

Running down now

Sent from my iPhone

On Apr 2, 2018, at 2:44 PM, Jackson, Ryan <jackson.ryan@epa.gov> wrote:

Let me know when we can sign. I'm my office presently.

Ryan Jackson
 Chief of Staff
 U.S. EPA
 202-564-6999

On Apr 2, 2018, at 2:42 PM, Gunasekara, Mandy <Gunasekara.Mandy@epa.gov> wrote:

Yes – it's going to OP right now. The team will print out the package for signature and bring it to me in 10 minutes.

From: Jackson, Ryan
Sent: Monday, April 2, 2018 2:36 PM
To: Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>; Ford, Hayley <ford.hayley@epa.gov>
Cc: Lyons, Troy <lyons.troy@epa.gov>; Palich, Christian <palich.christian@epa.gov>; Ringel, Aaron <ringel.aaron@epa.gov>; Bennett, Tate <Bennett.Tate@epa.gov>; Gordon, Stephen <gordon.stephen@epa.gov>; Bolen, Brittany <bolen.brittany@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>; Wilcox, Jahan <wilcox.jahan@epa.gov>; Dominguez, Alexander <dominguez.alexander@epa.gov>; Baptist, Erik <Baptist.Erik@epa.gov>
Subject: Re: MTE

He is coming back to the office can we get him to sign and get this out ASAP?

Ryan Jackson
Chief of Staff
U.S. EPA
202-564-6999

On Apr 2, 2018, at 2:24 PM, Gunasekara, Mandy <Gunasekara.Mandy@epa.gov> wrote:

I made some edits to the fact sheet. I think it's already been leaked out, but for your records, attached is the final.

From: Gunasekara, Mandy
Sent: Monday, April 2, 2018 9:46 AM
To: Lyons, Troy <lyons.troy@epa.gov>; Palich, Christian <palich.christian@epa.gov>; Ringel, Aaron <ringel.aaron@epa.gov>; Bennett, Tate <Bennett.Tate@epa.gov>; Gordon, Stephen <gordon.stephen@epa.gov>; Bolen, Brittany <bolen.brittany@epa.gov>
Cc: Bowman, Liz <Bowman.Liz@epa.gov>; Wilcox, Jahan <wilcox.jahan@epa.gov>; Dominguez, Alexander <dominguez.alexander@epa.gov>; Jackson, Ryan <jackson.ryan@epa.gov>; Baptist, Erik <baptist.erik@epa.gov>
Subject: MTE

Hi All:

Today we are planning to have the Administrator sign and will issue a press release regarding the final outcome of the Midterm Evaluation for light-duty vehicles model years 2022-2025. Topline message: The standards are going to change.

I've attached a backgrounder/fact sheet with some suggested TPs that I hope is helpful. OMB is finalizing their review and we expect them to close it out relatively soon. The goal is a noon roll-out for press. Give me a call if you need any info.

Also, some of you may not know, but Alex broke his arm this weekend after a DC driver tried to take him out on H St. He's okay and getting a hard cast put on today.

Please pass on to anyone I inadvertently left off the list.
Thanks,
Mandy

Mandy M. Gunasekara
Principal Deputy Assistant Administrator
Office of Air and Radiation
US Environmental Protection Agency

<MTE Fact Sheet_FINAL 2018 04 02.docx>

Message

From: Finley, Allysia [allysia.finley@wsj.com]
Sent: 4/2/2018 5:22:42 PM
To: Bowman, Liz [Bowman.Liz@epa.gov]
Subject: Re: California CAA waiver

Ok, thanks. Just keep me posted.

On Mon, Apr 2, 2018 at 1:02 PM, Bowman, Liz <Bowman.Liz@epa.gov> wrote:

We actually are updating the release now, so the one I sent you isn't final yet. Sorry, it's fluid

From: Allysia Finley [mailto:allysia.finley@wsj.com]
Sent: Monday, April 2, 2018 11:42 AM

To: Bowman, Liz <Bowman.Liz@epa.gov>
Subject: Re: California CAA waiver

That would be great, thanks.

Sent from my iPhone

On Apr 2, 2018, at 11:32 AM, Bowman, Liz <Bowman.Liz@epa.gov> wrote:

I can send you a fact sheet of the details if you don't share it

From: Allysia Finley [mailto:allysia.finley@wsj.com]
Sent: Monday, April 2, 2018 11:15 AM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Subject: Re: California CAA waiver

Great, can we chat later this afternoon about the details?

Sent from my iPhone

On Apr 2, 2018, at 11:08 AM, Bowman, Liz <Bowman.Liz@epa.gov> wrote:

Hi Allysia – Below, please find the press release that we plan to put out today. **This is embargoed until 12:30 p.m. today**, but want you to have the

information now, so that can prepare. Let me know if you have any questions; I will try my best to answer them.

EPA Administrator Pruitt: GHG Emissions Standards for Cars and Light Trucks Should Be Revised

WASHINGTON — Today, The Administrator of the U.S. Environmental Protection Agency (EPA) is announcing the completion of the Mid-Term Evaluation (MTE) Process for the greenhouse gas (GHG) emissions standards for cars and light trucks for model years 2022-2025, and his final determination that in light of recent data, the current standards are not appropriate and should be revised. The Administrator is also announcing the start of a joint process with the National Highway Traffic Safety Administration (NHTSA) to develop a notice and comment rulemaking to set more appropriate GHG emissions standards and Corporate Average Fuel Economy (CAFE) standards.

“Today, the Trump Administration is setting right another wrong of the Obama Administration,” **said EPA Administrator Scott Pruitt.** “The Obama EPA cut the midterm evaluation process short with politically charged expediency. A thorough review of the latest information reveals that Obama’s EPA made assumptions about consumer acceptance, costs, technology effectiveness and feasibility of their standards that do not comport with reality. Auto manufacturers should be able to make cars that people both want – and can afford – while still expanding the environmental and safety benefits that result from driving a newer car.”

Additional Background

As part of the 2012 rulemaking establishing the model year 2017-2025 light-duty vehicle GHG standards, EPA made a regulatory commitment to conduct a Midterm Evaluation of the standards for MY 2022-2025 no later than April 1, 2018. This Evaluation would determine whether the standards remain appropriate or should be made more, or less stringent.

In November 2016, the Obama Administration short-circuited the Midterm Evaluation process and rushed out their final determination days before leaving office on January 12, 2017. Since then, the auto industry and other stakeholders sought a reinstatement of the original Midterm Evaluation timeline, so that the Agency could review the latest information.

EPA and the U.S. Department of Transportation announced a reestablishment of the Midterm Evaluation process in March 2017. And, in August 2017, EPA reopened the regulatory docket and asked for additional information and data relevant to assessing whether the GHG emissions standards remain appropriate, including information on: consumer behavior, feedback on modeling approaches, and assessing advanced fuels technologies. EPA also held a public hearing on this topic.

For more information: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/midterm-evaluation-light-duty-vehicle-greenhouse-gas>

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From: Finley, Allysia [<mailto:allysia.finley@wsj.com>]
Sent: Friday, March 30, 2018 9:57 AM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Subject: Re: California CAA waiver

Great, thanks. Keep me posted.

On Fri, Mar 30, 2018 at 9:47 AM, Bowman, Liz <Bowman.Liz@epa.gov> wrote:

On background: the proposal is still with OMB, we were expecting t back today but most likely won't get it now until next week. I am out of the office this morning but can give you more information this afternoon.

On Mar 30, 2018, at 9:26 AM, Finley, Allysia <allysia.finley@wsj.com> wrote:

Hi Liz,

Just circling back on this. Do you know roughly when the new CAFE standards will be proposed? It would be great to get heads up for editorial planning purposes.

Thanks,

On Fri, Mar 16, 2018 at 3:51 PM, Bowman, Liz
<[Bowman.Liz@epa.gov](mailto: Bowman.Liz@epa.gov)> wrote:

Hi Allysia – I am sorry, but we need to reschedule this for next week. Can I email you next week with some times?

From: Finley, Allysia [<mailto:allysia.finley@wsj.com>]
Sent: Thursday, March 15, 2018 6:10 PM
To: Bowman, Liz <[Bowman.Liz@epa.gov](mailto: Bowman.Liz@epa.gov)>
Subject: Re: California CAA waiver

Yes, sounds good.

On Thu, Mar 15, 2018 at 5:44 PM, Bowman, Liz
<[Bowman.Liz@epa.gov](mailto: Bowman.Liz@epa.gov)> wrote:

Sure; 4?

On Mar 15, 2018, at 5:15 PM, Finley, Allysia
<allysia.finley@wsj.com> wrote:

I'll be in a meeting until 3:45. Could we talk before 3 or after that?

On Thu, Mar 15, 2018 at 4:33 PM, Bowman, Liz <[Bowman.Liz@epa.gov](mailto: Bowman.Liz@epa.gov)> wrote:

Would you be available to talk with Bill tomorrow afternoon? He is free at 3:30 p.m.

If that works, please let me know the best number to reach you. Bill Wehrum is the assistant administrator for air at EPA.

Thank you,

Liz Bowman, EPA

From: Finley, Allysia
[mailto:allysia.finley@wsj.com]
Sent: Wednesday, March 14, 2018 11:09 AM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Subject: Re: California CAA waiver

Thanks, Liz. I would love to do a background call with Bill when he's available.

On Wed, Mar 14, 2018 at 11:00 AM, Bowman, Liz <Bowman.Liz@epa.gov> wrote:

Hi Allysia – Good to hear from you; we met a few months ago when Administrator Pruitt came to the Wall Street Journal. I think you were in the meeting with Paul and Mary.

I will be sure to keep you updated; would you like to do a background call with our head of air, Bill Wehrum? He is working on this issue directly with CARB and I think he would be a good person for you to speak with.

Thanks for reaching out,

Liz

From: Finley, Allysia
[mailto:allysia.finley@wsj.com]
Sent: Wednesday, March 14, 2018 10:54 AM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Subject: California CAA waiver

Hi Liz,

I write about the CAFE standards and California emissions standards for the Journal's editorial page. I saw Scott's comments the other day about California's waiver and would really appreciate if you could keep me posted on this as the EPA decides what course to take.

Thanks,

--

Allysia Finley

(212) 416-2783

Wall Street Journal

--

Allysia Finley

(212) 416-2783

Wall Street Journal

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Allysia Finley

(212) 416-2783

Wall Street Journal

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(212) 416-2783
Wall Street Journal

Message

From: Ringel, Aaron [ringel.aaron@epa.gov]
Sent: 4/2/2018 9:09:58 PM
To: Letendre, Daisy [letendre.daisy@epa.gov]
CC: Bennett, Tate [Bennett.Tate@epa.gov]; Wilcox, Jahan [wilcox.jahan@epa.gov]; Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]; Wehrum, Bill [Wehrum.Bill@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]; Shimmin, Kaitlyn [shimmin.kaitlyn@epa.gov]; Palich, Christian [palich.christian@epa.gov]; Rodrick, Christian [rodrick.christian@epa.gov]; Frye, Tony (Robert) [frye.robert@epa.gov]
Subject: Re: have any lawmakers endorsed the administrator's MTE decision?

E&C press release.

**FOR IMMEDIATE RELEASE**

April 2, 2018

Contact: Press Office

(202) 226-4972

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Letendre.Daisy@epa.gov

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To: Wilcox, Jahan <wilcox.jahan@epa.gov>

Cc: Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>; Wehrum, Bill <Wehrum.Bill@epa.gov>;

Bowman, Liz <Bowman.Liz@epa.gov>; Letendre, Daisy <letendre.daisy@epa.gov>; Ringel, Aaron

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<https://www.epa.gov/sites/production/files/2018-04/documents/mte-final-determination-notice-2018-04-02.pdf>

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From: Eilperin, Juliet [<mailto:Juliet.Eilperin@washpost.com>]
Sent: Monday, April 2, 2018 4:55 PM
To: Wilcox, Jahan <wilcox.jahan@epa.gov>
Subject: have any lawmakers endorsed the administrator's MTE decision?

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Thanks, Juliet

Juliet Eilperin
Senior National Affairs Correspondent
Washington Post
Juliet.eilperin@washpost.com
(O) 202-334-7774
(C) 202-302-3663
@eilperin

Message

From: Dooley, Erin [Erin.Dooley@abc.com]
Sent: 4/2/2018 9:01:29 PM
To: Bowman, Liz [Bowman.Liz@epa.gov]
CC: Shine, Tom A. [Tom.A.Shine@abc.com]; Wilcox, Jahan [wilcox.jahan@epa.gov]
Subject: Event in Chantilly tomorrow? // Re: Question from ABC -- auto emissions standards

Hey Liz,

Hope you had a great time at the egg roll!!

We're hearing the announcement event is tomorrow in Chantilly, VA at 10:30. ABC would like to attend! Who can I send our RSVP to?

Many thanks,
Erin

Erin Dooley | ABC News | 202-222-7354 or 202-768-1623 | erin.dooley@abc.com | @erindooley

From: Bowman, Liz <Bowman.Liz@epa.gov>
Sent: Monday, April 2, 2018 3:22 PM
To: Dooley, Erin
Subject: Re: Question from ABC -- auto emissions standards

Thanks! Sorry at egg roll

On Apr 2, 2018, at 3:18 PM, Dooley, Erin <Erin.Dooley@abc.com> wrote:

Never mind, I see the Administrator tweeted it (and a link to the release) out! Thanks.

Still planning an event?

From: Dooley, Erin
Sent: Monday, April 2, 2018 2:57 PM
To: Bowman, Liz
Subject: Re: Question from ABC -- auto emissions standards

Hey Liz,

I'm not seeing anything... perhaps I'm not on the list!

Can you confirm Pruitt's stmt to Bloomberg, as well as the details in the story?

<https://www.bloomberg.com/amp/news/articles/2018-04-02/u-s-epa-says-auto-emissions-standards-should-be-revised>

“The Obama EPA’s determination was wrong,” Pruitt said in a news release. “Obama’s EPA cut the midterm evaluation process short with politically charged expediency, made assumptions about the standards that didn’t comport with reality and set the standards too high.”

From: Bowman, Liz <Bowman.Liz@epa.gov>
Sent: Monday, April 2, 2018 2:10:32 PM
To: Dooley, Erin
Subject: Re: Question from ABC -- auto emissions standards

We are sending the release soon

On Apr 2, 2018, at 1:47 PM, Dooley, Erin <Erin.Dooley@abc.com> wrote:

Wonderful, thanks. Off the record, do you guys have a day in mind? (Last week, NYT was reporting a possible Tuesday announcement, but since I haven't seen a release, I'm guessing it's been pushed...) We'd like to make sure we have a crew reserved!

From: Bowman, Liz <Bowman.Liz@epa.gov>
Sent: Monday, April 2, 2018 1:41:57 PM
To: Dooley, Erin
Cc: Ebbs, Stephanie
Subject: RE: Question from ABC -- auto emissions standards

Hi Erin – Yes that is the plan; we will be sure to send you the release once it’s final. Thank you – Liz

From: Dooley, Erin [<mailto:Erin.Dooley@abc.com>]
Sent: Monday, April 2, 2018 1:20 PM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Cc: Ebbs, Stephanie <Stephanie.Ebbs@abc.com>
Subject: Question from ABC -- auto emissions standards

Hey Liz,

Erin Dooley from ABC News here. I got your contact info from my colleague, Stephanie Ebbs.

I'm wondering if you can give me some guidance on the timing of the EPA announcement on auto emissions standards?

(I see from FOIAed documents posted online that the deadline for a "final determination" was yesterday, so I'm supposing you'll be announcing the decision sometime this week!)

Many thanks,
Erin

Erin Dooley | ABC News | 202-222-7354 or 202-768-1623 | erin.dooley@abc.com | @erindooley

Message

From: Bennett, Tate [Bennett.Tate@epa.gov]
Sent: 4/2/2018 9:00:46 PM
To: Wilcox, Jahan [wilcox.jahan@epa.gov]
CC: Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]; Wehrum, Bill [Wehrum.Bill@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]; Letendre, Daisy [letendre.daisy@epa.gov]; Ringel, Aaron [ringel.aaron@epa.gov]; Shimmin, Kaitlyn [shimmin.kaitlyn@epa.gov]
Subject: Re: have any lawmakers endorsed the administrator's MTE decision?

Not sure if OCIR has anything from their folks (Aaron/ Kaitlyn?), but here are the auto quotes so far:

April 02, 2018 Press Release

Global Automakers Views EPA's MY 2022-2025 GHG Emission Final Determination As An Important First Step

The Association of Global Automakers appreciates the U.S. Environmental Protection Agency's (EPA) deliberative and data-driven determination that adjustments to the MY 2022-2025 Greenhouse Gas (GHG) Program for cars and light trucks are needed to better reflect the realities of today's U.S. auto market. Global Automakers looks forward to working with the EPA, the National Highway Traffic Safety Administration (NHTSA) and California to establish one national program that is environmentally strong, provides flexible options for manufacturers, and accounts for the needs and wants of our customers.

"We appreciate the EPA's data-driven process in arriving at its Final Determination that adjustments to the national GHG program are needed," said John Bozzella, president and CEO for Global Automakers. "This is the first step in a longer rulemaking process, and the best way to achieve our collective goals is under a single national program that provides an aggressive but achievable pathway, a variety of compliance tools, and factors in the role of customers."

In 2012, stakeholders agreed that it would be necessary to conduct a data-driven Mid-Term Evaluation to ensure that the standards for MY 2022-2025 were in line with technology development and customers' needs in an ever-changing marketplace. Success in achieving emissions reductions depends on a number of factors, not all of which are in the control of vehicle manufacturers. Some of these include trends in gas prices, technology costs, infrastructure needs, and consumers' preferences.

"The world market is shifting to low carbon transportation, and the United States needs to remain competitive," said Bozzella. "The auto industry can best achieve its goals when there is regulatory certainty, consistency, and room to innovate. Manufacturers need to sell vehicles that customers need and want today to fund the technological shifts in electrification and automation expected in the future. All stakeholders – federal, state, industry and others – need to be working together now on next steps following this Final Determination."

FreedomWorksApplauds EPA's Plan to Revise Greenhouse Gas Emission Standards

BY PATRICK HEDGER

7 minutes ago

Following the announcement that the Environmental Protection Agency (EPA) will revise greenhouse gas (GHG) emission standards for light-duty vehicles, FreedomWorksDirector of Policy Patrick Hedger commented:

“Overreaching, inappropriate EPA regulations had become par for the course for the Obama administration, with GHG emission standards being no exception. The previous administration thought they could micromanage entire industries through executive fiat. Under the Trump administration, however, transparency and embracing markets has thankfully become the new status quo at EPA.”

“The EPA’s announced revisions to GHG emission standards will enable technological innovation, instead of stifle it. Working with the National Highway Transportation Safety Board, the EPA’s efforts under Administrator Scott Pruitt will improve quality, safety, and affordability of automobiles -- greatly benefiting consumers and manufacturers alike.”

FreedomWorks aims to educate, build, and mobilize the largest network of activists advocating the principles of smaller government, lower taxes, free markets, personal liberty and the rule of law.

<https://www.epa.gov/sites/production/files/2018-04/documents/mte-final-determination-notice-2018-04-02.pdf>

On Apr 2, 2018, at 4:55 PM, Wilcox, Jahan <wilcox.jahan@epa.gov> wrote:

From: Eilperin, Juliet [<mailto:Juliet.Eilperin@washpost.com>]
Sent: Monday, April 2, 2018 4:55 PM
To: Wilcox, Jahan <wilcox.jahan@epa.gov>
Subject: have any lawmakers endorsed the administrator's MTE decision?

Just curious, we aren’t seeing a lot of statements on it, and the National Association of Car Dealers did not respond to our inquiries, so we’re trying to sort out who’s weighed in on this beyond the critics (and the Alliance and CEI).

Thanks, Juliet

Juliet Eilperin
Senior National Affairs Correspondent
Washington Post
Juliet.eilperin@washpost.com
(O) 202-334-7774
(C) 202-302-3663
@eilperin

Message

From: Allysia Finley [allysia.finley@wsj.com]
Sent: 4/2/2018 3:41:48 PM
To: Bowman, Liz [Bowman.Liz@epa.gov]
Subject: Re: California CAA waiver

That would be great, thanks.

Sent from my iPhone

On Apr 2, 2018, at 11:32 AM, Bowman, Liz <Bowman.Liz@epa.gov> wrote:

I can send you a fact sheet of the details if you don't share it

From: Allysia Finley [mailto:allysia.finley@wsj.com]
Sent: Monday, April 2, 2018 11:15 AM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Subject: Re: California CAA waiver

Great, can we chat later this afternoon about the details?

Sent from my iPhone

On Apr 2, 2018, at 11:08 AM, Bowman, Liz <Bowman.Liz@epa.gov> wrote:

Hi Allysia – Below, please find the press release that we plan to put out today. **This is embargoed until 12:30 p.m. today**, but want you to have the information now, so that can prepare. Let me know if you have any questions; I will try my best to answer them.

EPA Administrator Pruitt: GHG Emissions Standards for Cars and Light Trucks Should Be Revised

WASHINGTON — Today, The Administrator of the U.S. Environmental Protection Agency (EPA) is announcing the completion of the Mid-Term Evaluation (MTE) Process for the greenhouse gas (GHG) emissions standards for cars and light trucks for model years 2022-2025, and his final determination that in light of recent data, the current standards are not appropriate and should be revised. The Administrator is also announcing the start of a joint process with the National Highway Traffic Safety Administration (NHTSA) to develop a notice and comment rulemaking to set more appropriate GHG emissions standards and Corporate Average Fuel Economy (CAFE) standards.

“Today, the Trump Administration is setting right another wrong of the Obama Administration,” **said EPA Administrator Scott Pruitt**. “The Obama EPA cut the midterm evaluation process short with politically charged expediency. A thorough review of the latest information reveals that Obama’s EPA made assumptions about consumer acceptance, costs, technology effectiveness and feasibility of their standards that do not comport with reality. Auto manufacturers

should be able to make cars that people both want – and can afford – while still expanding the environmental and safety benefits that result from driving a newer car.”

Additional Background

As part of the 2012 rulemaking establishing the model year 2017-2025 light-duty vehicle GHG standards, EPA made a regulatory commitment to conduct a Midterm Evaluation of the standards for MY 2022-2025 no later than April 1, 2018. This Evaluation would determine whether the standards remain appropriate or should be made more, or less stringent.

In November 2016, the Obama Administration short-circuited the Midterm Evaluation process and rushed out their final determination days before leaving office on January 12, 2017. Since then, the auto industry and other stakeholders sought a reinstatement of the original Midterm Evaluation timeline, so that the Agency could review the latest information.

EPA and the U.S. Department of Transportation announced a reestablishment of the Midterm Evaluation process in March 2017. And, in August 2017, EPA reopened the regulatory docket and asked for additional information and data relevant to assessing whether the GHG emissions standards remain appropriate, including information on: consumer behavior, feedback on modeling approaches, and assessing advanced fuels technologies. EPA also held a public hearing on this topic.

For more information: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/midterm-evaluation-light-duty-vehicle-greenhouse-gas>

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From: Finley, Allysia [<mailto:allysia.finley@wsj.com>]

Sent: Friday, March 30, 2018 9:57 AM

To: Bowman, Liz <Bowman.Liz@epa.gov>

Subject: Re: California CAA waiver

Great, thanks. Keep me posted.

On Fri, Mar 30, 2018 at 9:47 AM, Bowman, Liz <Bowman.Liz@epa.gov> wrote:

On background: the proposal is still with OMB, we were expecting t back today but most likely won't get it now until next week. I am out of the office this morning but can give you more information this afternoon.

On Mar 30, 2018, at 9:26 AM, Finley, Allysia <allysia.finley@wsj.com> wrote:

Hi Liz,

Just circling back on this. Do you know roughly when the new CAFE standards will be proposed? It would be great to get heads up for editorial planning purposes.

Thanks,

On Fri, Mar 16, 2018 at 3:51 PM, Bowman, Liz <Bowman.Liz@epa.gov> wrote:

Hi Allysia – I am sorry, but we need to reschedule this for next week. Can I email you next week with some times?

From: Finley, Allysia [<mailto:allysia.finley@wsj.com>]
Sent: Thursday, March 15, 2018 6:10 PM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Subject: Re: California CAA waiver

Yes, sounds good.

On Thu, Mar 15, 2018 at 5:44 PM, Bowman, Liz <Bowman.Liz@epa.gov> wrote:

Sure; 4?

On Mar 15, 2018, at 5:15 PM, Finley, Allysia <allysia.finley@wsj.com> wrote:

I'll be in a meeting until 3:45. Could we talk before 3 or after that?

On Thu, Mar 15, 2018 at 4:33 PM, Bowman, Liz <Bowman.Liz@epa.gov> wrote:

Would you be available to talk with Bill tomorrow afternoon? He is free at 3:30 p.m.

If that works, please let me know the best number to reach you. Bill Wehrum is the assistant administrator for air at EPA.

Thank you,

Liz Bowman, EPA

From: Finley, Allysia [mailto:allysia.finley@wsj.com]
Sent: Wednesday, March 14, 2018 11:09 AM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Subject: Re: California CAA waiver

Thanks, Liz. I would love to do a background call with Bill when he's available.

On Wed, Mar 14, 2018 at 11:00 AM, Bowman, Liz <Bowman.Liz@epa.gov> wrote:

Hi Allysia – Good to hear from you; we met a few months ago when Administrator Pruitt came to the Wall Street Journal. I think you were in the meeting with Paul and Mary.

I will be sure to keep you updated; would you like to do a background call with our head of air, Bill Wehrum? He is working on this issue directly with CARB and I think he would be a good person for you to speak with.

Thanks for reaching out,

Liz

From: Finley, Allysia
[mailto:allysia.finley@wsj.com]
Sent: Wednesday, March 14, 2018 10:54 AM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Subject: California CAA waiver

Hi Liz,

I write about the CAFE standards and California emissions standards for the Journal's editorial page. I saw Scott's comments the other day about California's waiver and would really appreciate if you could keep me posted on this as the EPA decides what course to take.

Thanks,

--

Allysia Finley

(212) 416-2783

Wall Street Journal

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(212) 416-2783

Wall Street Journal

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Allysia Finley

(212) 416-2783

Wall Street Journal

Message

From: Jackson, Ryan [jackson.ryan@epa.gov]
Sent: 4/2/2018 8:47:38 PM
To: Bowman, Liz [Bowman.Liz@epa.gov]
Subject: RE:

Will you forward it to me? I didn't receive it.

-----Original Message-----

From: Bowman, Liz
Sent: Monday, April 2, 2018 3:59 PM
To: Jackson, Ryan <jackson.ryan@epa.gov>
Subject: Re:

Yes

> On Apr 2, 2018, at 3:52 PM, Jackson, Ryan <jackson.ryan@epa.gov> wrote:
>
> Did the press release on MTE go out?
>
>
>
>
>
>
>
> Ryan Jackson
> Chief of Staff
> U.S. EPA
> 202-564-6999
>

Message

From: Allysia Finley [allysia.finley@wsj.com]
Sent: 4/2/2018 3:15:14 PM
To: Bowman, Liz [Bowman.Liz@epa.gov]
Subject: Re: California CAA waiver

Great, can we chat later this afternoon about the details?

Sent from my iPhone

On Apr 2, 2018, at 11:08 AM, Bowman, Liz <Bowman.Liz@epa.gov> wrote:

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Additional Background

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In November 2016, the Obama Administration short-circuited the Midterm Evaluation process and rushed out their final determination days before leaving office on January 12, 2017. Since then, the auto industry and other stakeholders sought a reinstatement of the original Midterm Evaluation timeline, so that the Agency could review the latest information.

EPA and the U.S. Department of Transportation announced a reestablishment of the Midterm Evaluation process in March 2017. And, in August 2017, EPA reopened the regulatory docket and asked for additional information and data relevant to assessing whether the GHG emissions standards remain appropriate, including information on: consumer behavior, feedback on modeling approaches, and assessing advanced fuels technologies. EPA also held a public hearing on this topic.

For more information: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/midterm-evaluation-light-duty-vehicle-greenhouse-gas>

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Liz

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Allysia Finley

(212) 416-2783

Wall Street Journal

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Allysia Finley
(212) 416-2783
Wall Street Journal

Message

From: Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]
Sent: 4/2/2018 6:44:53 PM
To: Jackson, Ryan [jackson.ryan@epa.gov]
CC: Ford, Hayley [ford.hayley@epa.gov]; Lyons, Troy [lyons.troy@epa.gov]; Palich, Christian [palich.christian@epa.gov]; Ringel, Aaron [ringel.aaron@epa.gov]; Bennett, Tate [Bennett.Tate@epa.gov]; Gordon, Stephen [gordon.stephen@epa.gov]; Bolen, Brittany [bolen.brittany@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]; Wilcox, Jahan [wilcox.jahan@epa.gov]; Dominguez, Alexander [dominguez.alexander@epa.gov]; Baptist, Erik [Baptist.Erik@epa.gov]
Subject: RE: MTE

I will literally run it down as soon as its ready

From: Jackson, Ryan
Sent: Monday, April 2, 2018 2:44 PM
To: Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>
Cc: Ford, Hayley <ford.hayley@epa.gov>; Lyons, Troy <lyons.troy@epa.gov>; Palich, Christian <palich.christian@epa.gov>; Ringel, Aaron <ringel.aaron@epa.gov>; Bennett, Tate <Bennett.Tate@epa.gov>; Gordon, Stephen <gordon.stephen@epa.gov>; Bolen, Brittany <bolen.brittany@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>; Wilcox, Jahan <wilcox.jahan@epa.gov>; Dominguez, Alexander <dominguez.alexander@epa.gov>; Baptist, Erik <Baptist.Erik@epa.gov>
Subject: Re: MTE

Let me know when we can sign. I'm my office presently.

Ryan Jackson
 Chief of Staff
 U.S. EPA
 202-564-6999

On Apr 2, 2018, at 2:42 PM, Gunasekara, Mandy <Gunasekara.Mandy@epa.gov> wrote:

Yes – it's going to OP right now. The team will print out the package for signature and bring it to me in 10 minutes.

From: Jackson, Ryan
Sent: Monday, April 2, 2018 2:36 PM
To: Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>; Ford, Hayley <ford.hayley@epa.gov>
Cc: Lyons, Troy <lyons.troy@epa.gov>; Palich, Christian <palich.christian@epa.gov>; Ringel, Aaron <ringel.aaron@epa.gov>; Bennett, Tate <Bennett.Tate@epa.gov>; Gordon, Stephen <gordon.stephen@epa.gov>; Bolen, Brittany <bolen.brittany@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>; Wilcox, Jahan <wilcox.jahan@epa.gov>; Dominguez, Alexander <dominguez.alexander@epa.gov>; Baptist, Erik <Baptist.Erik@epa.gov>
Subject: Re: MTE

He is coming back to the office can we get him to sign and get this out ASAP?

Ryan Jackson
Chief of Staff
U.S. EPA
202-564-6999

On Apr 2, 2018, at 2:24 PM, Gunasekara, Mandy <Gunasekara.Mandy@epa.gov> wrote:

I made some edits to the fact sheet. I think it's already been leaked out, but for your records, attached is the final.

From: Gunasekara, Mandy
Sent: Monday, April 2, 2018 9:46 AM
To: Lyons, Troy <lyons.troy@epa.gov>; Palich, Christian <palich.christian@epa.gov>; Ringel, Aaron <ringel.aaron@epa.gov>; Bennett, Tate <Bennett.Tate@epa.gov>; Gordon, Stephen <gordon.stephen@epa.gov>; Bolen, Brittany <bolen.brittany@epa.gov>
Cc: Bowman, Liz <[Bowman.Liz@epa.gov](mailto: Bowman.Liz@epa.gov)>; Wilcox, Jahan <wilcox.jahan@epa.gov>; Dominguez, Alexander <dominguez.alexander@epa.gov>; Jackson, Ryan <jackson.ryan@epa.gov>; Baptist, Erik <baptist.erik@epa.gov>
Subject: MTE

Hi All:

Today we are planning to have the Administrator sign and will issue a press release regarding the final outcome of the Midterm Evaluation for light-duty vehicles model years 2022-2025. Topline message: The standards are going to change.

I've attached a backgrounder/fact sheet with some suggested TPs that I hope is helpful. OMB is finalizing their review and we expect them to close it out relatively soon. The goal is a noon roll-out for press. Give me a call if you need any info.

Also, some of you may not know, but Alex broke his arm this weekend after a DC driver tried to take him out on H St. He's okay and getting a hard cast put on today.

Please pass on to anyone I inadvertently left off the list.

Thanks,
Mandy

Mandy M. Gunasekara
Principal Deputy Assistant Administrator
Office of Air and Radiation
US Environmental Protection Agency

<MTE Fact Sheet_FINAL 2018 04 02.docx>

Message

From: Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]
Sent: 4/2/2018 6:42:43 PM
To: Jackson, Ryan [jackson.ryan@epa.gov]; Ford, Hayley [ford.hayley@epa.gov]
CC: Lyons, Troy [lyons.troy@epa.gov]; Palich, Christian [palich.christian@epa.gov]; Ringel, Aaron [ringel.aaron@epa.gov]; Bennett, Tate [Bennett.Tate@epa.gov]; Gordon, Stephen [gordon.stephen@epa.gov]; Bolen, Brittany [bolen.brittany@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]; Wilcox, Jahan [wilcox.jahan@epa.gov]; Dominguez, Alexander [dominguez.alexander@epa.gov]; Baptist, Erik [Baptist.Erik@epa.gov]
Subject: RE: MTE

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 U.S. EPA
 202-564-6999

On Apr 2, 2018, at 2:24 PM, Gunasekara, Mandy <Gunasekara.Mandy@epa.gov> wrote:

I made some edits to the fact sheet. I think it's already been leaked out, but for your records, attached is the final.

From: Gunasekara, Mandy
Sent: Monday, April 2, 2018 9:46 AM
To: Lyons, Troy <lyons.troy@epa.gov>; Palich, Christian <palich.christian@epa.gov>; Ringel, Aaron <ringel.aaron@epa.gov>; Bennett, Tate <Bennett.Tate@epa.gov>; Gordon, Stephen <gordon.stephen@epa.gov>; Bolen, Brittany <bolen.brittany@epa.gov>
Cc: Bowman, Liz <Bowman.Liz@epa.gov>; Wilcox, Jahan <wilcox.jahan@epa.gov>; Dominguez, Alexander <dominguez.alexander@epa.gov>; Jackson, Ryan <jackson.ryan@epa.gov>; Baptist, Erik <baptist.erik@epa.gov>
Subject: MTE

Hi All:

Today we are planning to have the Administrator sign and will issue a press release regarding the final outcome of the Midterm Evaluation for light-duty vehicles model years 2022-2025. Topline message: The standards are going to change.

I've attached a backgrounder/fact sheet with some suggested TPs that I hope is helpful. OMB is finalizing their review and we expect them to close it out relatively soon. The goal is a noon roll-out for press. Give me a call if you need any info.

Also, some of you may not know, but Alex broke his arm this weekend after a DC driver tried to take him out on H St. He's okay and getting a hard cast put on today.

Please pass on to anyone I inadvertently left off the list.

Thanks,

Mandy

Mandy M. Gunasekara

Principal Deputy Assistant Administrator

Office of Air and Radiation

US Environmental Protection Agency

<MTE Fact Sheet_FINAL 2018 04 02.docx>

Message

From: Ford, Hayley [ford.hayley@epa.gov]
Sent: 4/2/2018 6:40:28 PM
To: Jackson, Ryan [jackson.ryan@epa.gov]; Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]
CC: Lyons, Troy [lyons.troy@epa.gov]; Palich, Christian [palich.christian@epa.gov]; Ringel, Aaron [ringel.aaron@epa.gov]; Bennett, Tate [Bennett.Tate@epa.gov]; Gordon, Stephen [gordon.stephen@epa.gov]; Bolen, Brittany [bolen.brittany@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]; Wilcox, Jahan [wilcox.jahan@epa.gov]; Dominguez, Alexander [dominguez.alexander@epa.gov]; Baptist, Erik [Baptist.Erik@epa.gov]
Subject: RE: MTE

He's here now but wandering around – probably in with OPA. Only came back so we could get this out.

Hayley Ford

Deputy White House Liaison and Personal Aide to the Administrator
 Environmental Protection Agency

ford.hayley@epa.gov

Phone: 202-564-2022

Cell: 202-306-1296

From: Jackson, Ryan
Sent: Monday, April 2, 2018 2:36 PM
To: Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>; Ford, Hayley <ford.hayley@epa.gov>
Cc: Lyons, Troy <lyons.troy@epa.gov>; Palich, Christian <palich.christian@epa.gov>; Ringel, Aaron <ringel.aaron@epa.gov>; Bennett, Tate <Bennett.Tate@epa.gov>; Gordon, Stephen <gordon.stephen@epa.gov>; Bolen, Brittany <bolen.brittany@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>; Wilcox, Jahan <wilcox.jahan@epa.gov>; Dominguez, Alexander <dominguez.alexander@epa.gov>; Baptist, Erik <Baptist.Erik@epa.gov>
Subject: Re: MTE

He is coming back to the office can we get him to sign and get this out ASAP?

Ryan Jackson
 Chief of Staff
 U.S. EPA
 202-564-6999

On Apr 2, 2018, at 2:24 PM, Gunasekara, Mandy <Gunasekara.Mandy@epa.gov> wrote:

I made some edits to the fact sheet. I think it's already been leaked out, but for your records, attached is the final.

From: Gunasekara, Mandy
Sent: Monday, April 2, 2018 9:46 AM
To: Lyons, Troy <lyons.troy@epa.gov>; Palich, Christian <palich.christian@epa.gov>; Ringel, Aaron

<ringel.aaron@epa.gov>; Bennett, Tate <Bennett.Tate@epa.gov>; Gordon, Stephen
<gordon.stephen@epa.gov>; Bolen, Brittany <bolen.brittany@epa.gov>
Cc: Bowman, Liz <Bowman.Liz@epa.gov>; Wilcox, Jahan <wilcox.jahan@epa.gov>; Dominguez,
Alexander <dominguez.alexander@epa.gov>; Jackson, Ryan <jackson.ryan@epa.gov>; Baptist, Erik
<baptist.erik@epa.gov>
Subject: MTE

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Please pass on to anyone I inadvertently left off the list.
Thanks,
Mandy

Mandy M. Gunasekara
Principal Deputy Assistant Administrator
Office of Air and Radiation
US Environmental Protection Agency

<MTE Fact Sheet_FINAL 2018 04 02.docx>

Message

From: Bennett, Tate [Bennett.Tate@epa.gov]
Sent: 4/2/2018 2:16:35 PM
To: Gordon, Stephen [gordon.stephen@epa.gov]; Letendre, Daisy [letendre.daisy@epa.gov]
CC: Jackson, Ryan [jackson.ryan@epa.gov]; Bolen, Brittany [bolen.brittany@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]; Ferguson, Lincoln [ferguson.lincoln@epa.gov]; McMurray, Forrest [mcmurray.forrest@epa.gov]; Kunding, Kelly [kunding.kelly@epa.gov]; Hupp, Millan [hupp.millan@epa.gov]; Ford, Hayley [ford.hayley@epa.gov]; Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]; Abboud, Michael [abboud.michael@epa.gov]; Daniell, Kelsi [daniell.kelsi@epa.gov]; Beach, Christopher [beach.christopher@epa.gov]
Subject: MTE Memo for Pruitt tomorrow

Stephen/ Daisy-

Can you all take a crack at a memo for the Admin for tomorrow re logistics/ timing/ bios of speakers on the MTE announcement (assuming we are good to go as our press release is set to go out at noon/ OAR has signed off)? It will need to go home with him in his binder today.

Thanks!

Tate

The event will take place at the Pohanka auto group Chevy dealership in Chantilly, VA. Joining the administrator will be Peter Welch the CEO of the National Automotive Dealers Association, Mitch Bainwol the CEO of the Alliance of Automotive Manufacturers, and John Bozzella the CEO of the global automakers, Cody Lusk the CEO of American International Automobile Dealers, John O'Donnell the CEO of the Washington Area New Auto-dealers Association, and Ann Wilson a VP with the Motor Equipment Manufacturers Association.

10:30am Geoff Pohanka will introduce the Administrator. Geoff is a huge fan of this administration and could not be more excited about this announcement and is willing to do whatever it takes to make this event a success!

10:35 Administrator will make an announcement regarding MTE in the main showroom at the dealership. Or will highlight the president's announcement.

10:45 Mitch Bainwol, Peter Welch, and John Bozella will speak to how important this announcement is for both the auto manufacturers and the auto dealers

11:00am Take pictures with people in attendance (in attendance will be about 50-70 employees, technicians, and salesmen)

11:15 interview for the auto dealers internal publication.

11:30am Depart back to the office.

Location is 13915 Lee Jackson Memorial Hwy, Chantilly, VA, 20151.

Message

From: Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]
Sent: 4/2/2018 1:45:33 PM
To: Lyons, Troy [lyons.troy@epa.gov]; Palich, Christian [palich.christian@epa.gov]; Ringel, Aaron [ringel.aaron@epa.gov]; Bennett, Tate [Bennett.Tate@epa.gov]; Gordon, Stephen [gordon.stephen@epa.gov]; Bolen, Brittany [bolen.brittany@epa.gov]
CC: Bowman, Liz [Bowman.Liz@epa.gov]; Wilcox, Jahan [wilcox.jahan@epa.gov]; Dominguez, Alexander [dominguez.alexander@epa.gov]; Jackson, Ryan [jackson.ryan@epa.gov]; Baptist, Erik [Baptist.Erik@epa.gov]
Subject: MTE
Attachments: MTE Fact Sheet_DRAFT 2018 04 02.docx

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Please pass on to anyone I inadvertently left off the list.

Thanks,
Mandy

Mandy M. Gunasekara
Principal Deputy Assistant Administrator
Office of Air and Radiation
US Environmental Protection Agency

Message

From: Ross Eisenberg [REisenberg@nam.org]
Sent: 4/3/2018 4:33:49 PM
To: Bowman, Liz [Bowman.Liz@epa.gov]; Bennett, Tate [Bennett.Tate@epa.gov]
Subject: RE: NAM In The News (Detroit Free Press): Trump to roll back fuel standards for cars, light trucks

Here's one more – just went up on our website.

<http://www.shopfloor.org/2018/04/manufacturers-welcome-trump-administrations-midterm-review-epa-fuel-economy-rules/>

From: Bowman, Liz <Bowman.Liz@epa.gov>
Sent: Tuesday, April 03, 2018 9:25 AM
To: Ross Eisenberg <REisenberg@nam.org>; Bennett, Tate <Bennett.Tate@epa.gov>
Subject: RE: NAM In The News (Detroit Free Press): Trump to roll back fuel standards for cars, light trucks

Thank you, Ross.

From: Ross Eisenberg [mailto:REisenberg@nam.org]
Sent: Tuesday, April 3, 2018 9:12 AM
To: Bennett, Tate <Bennett.Tate@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>
Subject: FW: NAM In The News (Detroit Free Press): Trump to roll back fuel standards for cars, light trucks

Our statement on the midterm evaluation got picked up by the Detroit Free Press yesterday; article below. NAM and Auto Alliance quotes are about halfway down.

I also did a radio interview with CBS Los Angeles; not sure if it has run yet.

Trump to roll back fuel standards for cars, light trucks

Detroit Free Press

Todd Spangler and Eric Lawrence

April 2, 2018

<https://www.freep.com/story/money/cars/2018/04/02/epa-roll-back-mpg-standards/479082002/>

WASHINGTON — The Trump administration on Monday announced that it would revise tough mileage-per-gallon fuel standards for cars and light trucks, saying those rules agreed to during President Barack Obama's time in office were "not appropriate."

"The Obama administration's determination was wrong," said Scott Pruitt, head of the U.S. Environmental Protection Agency. "Obama's EPA cut the midterm evaluation process short with politically charged expediency, made assumptions about the standards that didn't comport with reality, and set the standards too high."

Pruitt did not say precisely when new standards, which could ease burdens on Detroit's automakers while outraging environmentalists, would be set but federal agencies are expected to propose new options for fuel efficiency standards in the next several months with a public comment period to follow before one of the options is finalized.

The entire process could take until late this year or early next before the new fuel standards -- which are only expected to impact vehicles in the 2022 model year and beyond -- take effect. In the meantime, a schedule of increasing fuel standards which would hit an average of 41.7 miles-per-gallon across the fleet of U.S. cars and light trucks by model year 2020 would remain in place.

The Trump administration had been signaling the move since last year. But it means several states, led by California, will likely press federal courts to allow them to keep their own tougher standards in place, which could in turn force automakers to produce different cars for sale in different areas -- a practice they are loathe to do.

Even as automakers said they remained committed to protecting the environment, however, environmentalists argued that any rollback in standards could hurt human health and exacerbate climate change.

At the American Lung Association, President and CEO Harold Wimmer said transportation emissions remain the largest contributor of carbon pollution in the U.S. and that weakening standards could pose a threat to Americans living with chronic diseases such as asthma.

"The Trump administration's decision will take America backward by jeopardizing successful safeguards that are working to clean our air, save drivers money at the pump and drive technological innovation that creates jobs," added Luke Tonachel, director of the Natural Resources Defense Council's Clean Vehicles and Fuels Project. "The American public overwhelmingly supports strong vehicle standards."

Last week, with Pruitt expected to make an announcement any day, Jack Gillis, director of public affairs at Consumer Federation of America, said, "American families cannot afford to spend more money at the pump. They do not deserve to be saddled with gas-guzzling vehicles that will wreak havoc on their household finances when gas prices inevitably spike again."

Some automakers and other manufacturers on Monday made clear their belief that the EPA's ruling was the right one in order to keep vehicles affordable and let businesses — not bureaucrats — take the lead in determining how best to increase fuel economy standards and reduce pollution while protecting their own bottom lines.

"This was the right decision and we support the administration for pursuing a data-driven effort and a single national program as it works to finalize future standards," said Gloria Bergquist, vice president of communications and public affairs for the Alliance of Automobile Manufacturers, a trade group that represents General Motors, Ford, Fiat Chrysler, Toyota, Honda and others.

"Today's announcement was the expected necessary step that sets in motion a future rulemaking where the government will propose a range of alternatives — sharing the data gathered to support various options — and seek public comments," Bergquist said. "(To) ensure ongoing fuel economy improvement, the wisest course of action is to keep new vehicles affordable so more consumers can replace an older car with a new vehicle that uses much less fuel — and offers more safety features."

At the National Association of Manufacturers, Ross Eisenberg, vice president for energy and resources policy, said there remains support to cut greenhouse gas emissions and raise fuel economy standards but that those standards "should be updated based on lessons that have been learned from prior years, using the most current data."

"Ultimately, manufacturers need a single national program that provides regulatory certainty and maintains vehicle affordability," Eisenberg said.

Bergquist also said that it is critical to maintain a "single national" standard for vehicles and that automakers will work with environmentalists, California officials and the National Highway Traffic Safety Administration to attempt to do so.

But there is no guarantee such an effort will succeed. California Attorney General Xavier Becerra [last year filed a lawsuit along with other states in an attempt to force the Trump administration to meet the tougher standards.](#)

Following the announcement Monday, Becerra said he was reviewing the determination and that he was "ready to file suit if needed to protect these critical standards and to fight the administration's war on our environment."

Automakers moved quickly to make clear that they plan to be conscientious stewards of the environment despite the expected reduction in fuel efficiency standards.

General Motors said that, regardless of what standard is ultimately set, it remained committed to "improving fuel economy, reducing emissions and an all-electric future," including working on shared and self-driving vehicles which could cut pollution.

Ford's John Cangany, the company's spokesman for corporate social responsibility, said Ford never asked the administration for a rollback and continues "to support increasing clean car standards through 2025."

"We will continue to work with EPA, NHTSA (the National Highway Traffic Safety Administration) and California on one national standard with additional flexibility to help us provide more affordable options for our customers," Cangany said.

In recent days, media reports have suggested that the Trump administration might be looking to propose weaker standards than even automakers wanted instead of simply giving them flexibility in meeting current ones. Ford's top leaders, for instance, recently said they remained committed to carbon emission reductions consistent with those set under the Paris Climate Accord, even though Pruitt and Trump have announced the U.S. will withdraw from that agreement.

"The rollback of U.S. emissions and fuel economy standards, which come as no surprise, will not suddenly prompt automakers to abandon all plans for cleaner, more fuel-efficient vehicles," said Michelle Krebs, executive analyst for Autotrader. "These are global automakers who see the rest of the world marching in a different direction."

"The disconnect in the U.S.," Krebs added, "is that consumers don't favor clean, highly fuel-efficient vehicles like electrics and hybrids, particularly as gas prices remain low and consumers opt for sport-utility vehicles. EV (electric vehicle) and hybrid sales account for a miniscule 3% or less of the entire new car market annually."

Automakers, state officials, environmentalists and federal regulators had agreed back in 2011 to increase fuel efficiency standards to average 34.5 mpg by 2016 across the fleet of American cars and trucks with the figure then to grow to 54.5 mpg by 2025.

But that process called for a so-called midterm review, during which time automakers and others wanted to be given more flexibility in reaching the greater number. Gas prices -- which had averaged \$3.60 a gallon in 2012, according to the American Automobile Association -- had tumbled to \$2.40 a gallon by 2015 and have remained low, fueling sales of more profitable, larger vehicles, which while becoming more fuel-efficient overall may not meet the standard.

Automakers have continued at the same time to work on bringing new electric models to market though they remain a small portion of the overall fleet.

Before Obama left office in early 2017, the EPA said it had completed its review and issued a ruling keeping the higher fuel efficiency average in place for model years 2022-2025 — a decision that President Donald Trump made clear last year he intended to revisit.

Pruitt said Monday that his agency's new midterm evaluation determined that the standards needed to be revised, though he didn't make any suggestions as to what would be an appropriate new standard to be set in the future. Under the Clean Air Act, EPA sets national standards for vehicle tailpipe emissions of certain pollutants, though California has long had a waiver to impose tougher standards.

The EPA said it was reviewing California's waiver as well.

"Cooperative federalism doesn't mean that one state can dictate standards for the rest of the country," Pruitt said in a news release. "EPA will set a national standard for greenhouse gas emissions that allows auto manufacturers to make cars that people both want and can afford."

Message

From: Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]
Sent: 4/2/2018 1:37:11 PM
To: Bowman, Liz [Bowman.Liz@epa.gov]
CC: Baptist, Erik [Baptist.Erik@epa.gov]
Subject: Comms and Fact Sheet
Attachments: MTE Draft comms_2018 04 02.docx; MTE Fact Sheet_DRAFT 2018 04 02.docx

Hey Liz,

Attached is the latest comms materials and fact sheet per our discussion. The technical team is sending back the final version of the MTE as we speak. I'm expecting for quick OMB close out. SP mentioned this morning he'd like us to shoot for a noon roll-out. Give me a call if you need anything else.

Mandy M. Gunasekara
Principal Deputy Assistant Administrator
Office of Air and Radiation
US Environmental Protection Agency

Message

From: Robin Bravender [rbravender@eenews.net]
Sent: 4/2/2018 6:36:19 PM
To: Bowman, Liz [Bowman.Liz@epa.gov]; Wilcox, Jahan [wilcox.jahan@epa.gov]
Subject: Talking points from EPA

Hi Liz and Jahan,

We just received these talking points, which we're told were sent by the administration to outside groups about the forthcoming CAFÉ announcement. Can you comment? We're planning an alert in the next few minutes. Thank you!

- In 2012, EPA and the National Highway Traffic Safety Administration (NHTSA) set greenhouse gas (GHG) and Corporate Average Fuel Economy (CAFE) standards for light-duty vehicles starting in Model Year (MY) 2017 - 2025.
- As part of the 2012 rulemaking, EPA made a regulatory commitment to conduct a Midterm Evaluation of the standards for MY 2022-2025 no later than April 1, 2018. This Evaluation would determine whether the standards remain appropriate or should be made more or less stringent.
- In November 2016, the Obama Administration cut short the Midterm Evaluation process and rushed out a Final Determination days before leaving office, on January 12, 2017. Since then, the auto industry and other stakeholders sought a reinstatement of the original Midterm Evaluation timeline, so that the Agency could review the latest information.
- On March 15, 2017, President Trump alongside EPA Administrator Pruitt and U.S. Department of Transportation Secretary Chao announced a reestablishment of the Midterm Evaluation process.
- In August 2017, EPA and NHTSA formally reopened the regulatory docket initiating a 45-day comment period asking for additional information and data relevant to assessing whether the GHG emissions standards remain appropriate, including information on: consumer behavior, feedback on modeling approaches, costs and assessing advanced fuels technologies.
- EPA held a public hearing in Washington, DC, on September 6, 2017. By the end of the comment period, EPA received over 290,000 comments.
- Based on EPA's review and analysis of the comments and information received, and the Agency's own analysis, the Administrator believes that the current GHG emission standards for MY 2022-2025 light-duty vehicles are not appropriate and should be revised.
 - Future changes to the standards will ensure that auto-manufacturers can make cars that consumers both want and can afford. They will also treat all advanced vehicle technologies the same, including the potential of natural gas vehicles and the role of high-octane fuels.
 - EPA will continue its close partnership with NHTSA to ensure there is adequate consideration of any potential impacts on automobile safety.

Robin Bravender

Climatewire deputy editor, E&E News

rbravender@eenews.net

202-446-0410 (desk)

202-660-2146 (mobile)

[@rbravender](https://twitter.com/rbravender)

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Energywire, Climatewire, Greenwire, E&E Daily, E&E News PM, E&ETV

Message

From: Bennett, Tate [Bennett.Tate@epa.gov]
Sent: 4/2/2018 1:29:37 PM
To: Bolen, Brittany [bolen.brittany@epa.gov]
CC: Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]
Subject: Re: Fwd: Re: RE:

Awesome. No major changes?

On Apr 2, 2018, at 7:58 AM, Bolen, Brittany <bolen.brittany@epa.gov> wrote:

We have pen. Will be sending to omb to close it out this AM.

Sent from my iPhone

On Apr 2, 2018, at 7:47 AM, Bennett, Tate <Bennett.Tate@epa.gov> wrote:

Morning! Any update on MTE coming back from omb?

Begin forwarded message:

From: "Jackson, Ryan" <jackson.ryan@epa.gov>
Date: April 2, 2018 at 7:35:47 AM EDT
To: "Bennett, Tate" <Bennett.Tate@epa.gov>
Cc: "Bowman, Liz" <Bowman.Liz@epa.gov>, "Letendre, Daisy" <letendre.daisy@epa.gov>
Subject: Re: RE:

I literally have no idea. I would say it's as likely that it's a complete cancel.

Ryan Jackson
Chief of Staff
U.S. EPA
202-564-6999

On Apr 2, 2018, at 6:05 AM, Bennett, Tate
<Bennett.Tate@epa.gov> wrote:

Any update on OMB/ timing for MTE over the weekend? Still good to proceed with tomorrow? Just wanted to check in!

On Mar 30, 2018, at 8:52 AM,
Jackson, Ryan
<jackson.ryan@epa.gov> wrote:

Exactly my thoughts.

-----Original Message-----

From: Bowman, Liz
Sent: Friday, March 30, 2018 7:57 AM
To: Bennett, Tate
<Bennett.Tate@epa.gov>
Cc: Jackson, Ryan
<jackson.ryan@epa.gov>; Letendre, Daisy
<letendre.daisy@epa.gov>
Subject: Re:

We could always do what we did w
Kentucky and announce it at the
event, or announce that it's coming
...

On Mar 30, 2018, at
6:43 AM, Bennett,
Tate
<Bennett.Tate@epa.gov>
wrote:

Ok. Fingers crossed.

On
Mar
30,
2018,
at 6:02
AM,
Jackso
n,
Ryan
<jackson.ryan@epa.gov>
wrote:

n@epa
.gov>
wrote:

So this
MTE
may
not
come
out of
OMB
on
time.
This is
a work
in
progress
and
not
SP's
fault.
But I'll
keep
you
tuned
in.

Ryan
Jackson
n
Chief
of
Staff
U.S.
EPA
202-
564-
6999

Message

From: Bennett, Tate [Bennett.Tate@epa.gov]
Sent: 4/2/2018 7:50:07 PM
To: Dewey, Amy [Dewey.Amy@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]; Konkus, John [konkus.john@epa.gov]
CC: Tanner, Lee [Tanner.Lee@epa.gov]; Milbourn, Cathy [Milbourn.Cathy@epa.gov]; Ford, Hayley [ford.hayley@epa.gov]; Ferguson, Lincoln [ferguson.lincoln@epa.gov]
Subject: RE: the Association of Global Automakers

Please add Freedomworks to tracker:

From: Sarah Anderson [mailto:sanderson@freedomworks.org]
Sent: Monday, April 2, 2018 3:27 PM
To: Bennett, Tate <Bennett.Tate@epa.gov>
Subject: Re: EMBARGOED UNTIL NOON- MTE Announcement

Tate,

FreedomWorks' statement is here: <http://www.freedomworks.org/content/freedomworks-applauds-epa's-plan-revise-greenhouse-gas-emission-standards>

Thanks,
Sarah

Sarah Anderson

Policy Analyst
FreedomWorks

From: Dewey, Amy
Sent: Monday, April 2, 2018 2:56 PM
To: Bennett, Tate <Bennett.Tate@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>; Konkus, John <konkus.john@epa.gov>
Cc: Tanner, Lee <Tanner.Lee@epa.gov>; Milbourn, Cathy <Milbourn.Cathy@epa.gov>
Subject: the Association of Global Automakers

April 02, 2018 Press Release

Global Automakers Views EPA's MY 2022-2025 GHG Emission Final Determination As An Important First Step

The Association of Global Automakers appreciates the U.S. Environmental Protection Agency's (EPA) deliberative and data-driven determination that adjustments to the MY 2022-2025 Greenhouse Gas (GHG) Program for cars and light trucks are needed to better reflect the realities of today's U.S. auto market. Global Automakers looks forward to working with the EPA, the National Highway Traffic

Safety Administration (NHTSA) and California to establish one national program that is environmentally strong, provides flexible options for manufacturers, and accounts for the needs and wants of our customers.

“We appreciate the EPA’s data-driven process in arriving at its Final Determination that adjustments to the national GHG program are needed,” said John Bozzella, president and CEO for Global Automakers. “This is the first step in a longer rulemaking process, and the best way to achieve our collective goals is under a single national program that provides an aggressive but achievable pathway, a variety of compliance tools, and factors in the role of customers.”

In 2012, stakeholders agreed that it would be necessary to conduct a data-driven Mid-Term Evaluation to ensure that the standards for MY 2022-2025 were in line with technology development and customers’ needs in an ever-changing marketplace. Success in achieving emissions reductions depends on a number of factors, not all of which are in the control of vehicle manufacturers. Some of these include trends in gas prices, technology costs, infrastructure needs, and consumers’ preferences.

“The world market is shifting to low carbon transportation, and the United States needs to remain competitive,” said Bozzella. “The auto industry can best achieve its goals when there is regulatory certainty, consistency, and room to innovate. Manufacturers need to sell vehicles that customers need and want today to fund the technological shifts in electrification and automation expected in the future. All stakeholders – federal, state, industry and others – need to be working together now on next steps following this Final Determination.”

Amy H. Dewey

Special Assistant – Office of the Administrator – Office of Public Engagement – Environmental Protection Agency – Tel. 202 564-7816 – dewey.amy@epa.gov

Message

From: Jackson, Ryan [jackson.ryan@epa.gov]
Sent: 4/2/2018 12:43:43 PM
To: Bennett, Tate [Bennett.Tate@epa.gov]
CC: Bowman, Liz [Bowman.Liz@epa.gov]; Letendre, Daisy [letendre.daisy@epa.gov]
Subject: Re: RE:

We will know more after this 9am call.

Ryan Jackson
 Chief of Staff
 U.S. EPA
 202-564-6999

> On Apr 2, 2018, at 6:05 AM, Bennett, Tate <Bennett.Tate@epa.gov> wrote:
 >
 > Any update on OMB/ timing for MTE over the weekend? Still good to proceed with tomorrow? Just wanted to check in!
 >
 >> On Mar 30, 2018, at 8:52 AM, Jackson, Ryan <jackson.ryan@epa.gov> wrote:
 >>
 >> Exactly my thoughts.
 >>
 >> -----Original Message-----
 >> From: Bowman, Liz
 >> Sent: Friday, March 30, 2018 7:57 AM
 >> To: Bennett, Tate <Bennett.Tate@epa.gov>
 >> Cc: Jackson, Ryan <jackson.ryan@epa.gov>; Letendre, Daisy <letendre.daisy@epa.gov>
 >> Subject: Re:
 >>
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 ...
 >>> On Mar 30, 2018, at 6:43 AM, Bennett, Tate <Bennett.Tate@epa.gov> wrote:
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 >>> Ok. Fingers crossed.
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 >>>>
 >>>> Ryan Jackson
 >>>> Chief of Staff
 >>>> U.S. EPA
 >>>> 202-564-6999
 >>>>

Message

From: Richard.Valdmanis@thomsonreuters.com [Richard.Valdmanis@thomsonreuters.com]
Sent: 4/2/2018 6:33:23 PM
To: Wilcox, Jahan [wilcox.jahan@epa.gov]
CC: Bowman, Liz [Bowman.Liz@epa.gov]
Subject: RE: Item specifically for David Shepardson

Thanks

From: Wilcox, Jahan [mailto:wilcox.jahan@epa.gov]
Sent: Monday, April 02, 2018 2:19 PM
To: Valdmanis, Richard J. (Reuters)
Cc: Bowman, Liz
Subject: FW: Item specifically for David Shepardson

From: Wilcox, Jahan
Sent: Monday, April 2, 2018 2:06 PM
To: 'David.Shepardson@thomsonreuters.com' <David.Shepardson@thomsonreuters.com>
Cc: Abboud, Michael <abboud.michael@epa.gov>
Subject: Item specifically for David Shepardson

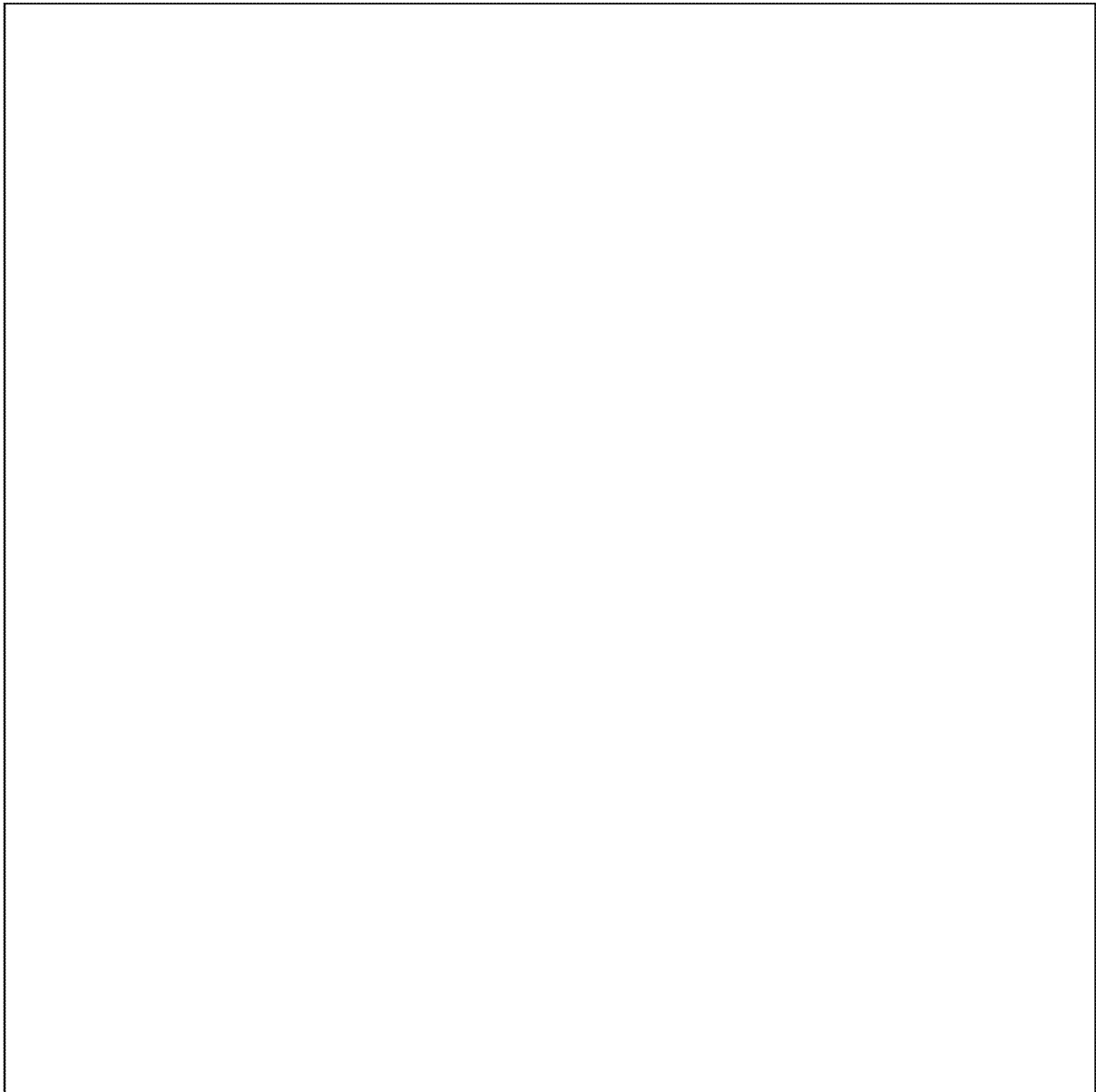
Below is a press release that will be going out at 2:30 PM.

You can report on it now as we are sharing it with a few outlets first.

Please **DO NOT** tweet the link until after 2:30 PM. <http://createsend.com/t/d-4AC988BD1868DDC72540EF23F30FEDED>

Jahan

From:
Sent: Monday, April 2, 2018 1:44 PM
To: Wilcox, Jahan <wilcox.jahan@epa.gov>
Subject: EPA Administrator Pruitt: GHG Emissions Standards for Cars and Light Trucks Should Be Revised - Preview



EPA Administrator Pruitt: GHG Emissions Standards for Cars and Light Trucks Should Be Revised

WASHINGTON – Today, the Administrator of the U.S. Environmental Protection Agency (EPA) is announcing the completion of the Mid-Term Evaluation (MTE) Process for the greenhouse gas (GHG) emissions standards for cars and light trucks for model years 2022-2025, and his final determination that in light of recent data, the current standards are not appropriate and should be revised. The Administrator is also announcing the start of a joint process with the National Highway Traffic Safety Administration (NHTSA) to develop a notice and comment rulemaking to set more appropriate GHG emissions standards and Corporate Average Fuel Economy (CAFE) standards.

“The Obama EPA’s determination was wrong,” **said EPA Administrator Scott Pruitt.**
“Obama’s EPA cut the midterm evaluation process short with politically charged

expediency, made assumptions about the standards that didn't comport with reality and set the standards too high."

Under the Clean Air Act (CAA), EPA sets national standards for vehicle tailpipe emissions of certain pollutants. Through a CAA waiver granted by EPA, California can impose stricter standards for vehicle emissions of certain pollutants than federal requirements. The California waiver is still being reexamined by EPA under Administrator Pruitt's leadership.

"Cooperative federalism doesn't mean that one state can dictate standards for the rest of the country. EPA will set a national standard for greenhouse gas emissions that allows auto manufacturers to make cars that people both want and can afford - while still expanding environmental and safety benefits of newer cars. It's in everyone's best interest to have a national standard, and we look forward to working with all states, including California, as we work to finalize that standard," **said Administrator Pruitt.**

Additional Background

As part of the 2012 rulemaking establishing the model year 2017-2025 light-duty vehicle GHG standards, EPA made a regulatory commitment to conduct a Midterm Evaluation of the standards for MY 2022-2025 no later than April 1, 2018. This Evaluation would determine whether the standards remain appropriate or should be made more, or less stringent.

In November 2016, the Obama Administration short-circuited the Midterm Evaluation process and rushed out their final determination on January 12, 2017, just days before leaving office. Since then, the auto industry and other stakeholders sought a reinstatement of the original Midterm Evaluation timeline, so that the Agency could review the latest information.

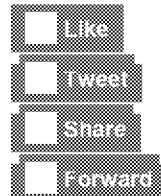
EPA and the U.S. Department of Transportation announced a reestablishment of the Midterm Evaluation process in March 2017. And, in August 2017, EPA reopened the regulatory docket and asked for additional information and data relevant to assessing whether the GHG emissions standards remain appropriate, including information on: consumer behavior, feedback on modeling approaches, and assessing advanced fuels technologies. EPA also held a public hearing on this topic.

For more information: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/midterm-evaluation-light-duty-vehicle-greenhouse-gas>

Visit The EPA's
Newsroom



U.S. Environmental Protection Agency
1200 Pennsylvania Avenue Northwest
Washington, D.C. 20004



[Unsubscribe](#)

■

Message

From: Jackson, Ryan [jackson.ryan@epa.gov]
Sent: 4/2/2018 11:35:47 AM
To: Bennett, Tate [Bennett.Tate@epa.gov]
CC: Bowman, Liz [Bowman.Liz@epa.gov]; Letendre, Daisy [letendre.daisy@epa.gov]
Subject: Re: RE:

I literally have no idea. I would say it's as likely that it's a complete cancel.

Ryan Jackson
 Chief of Staff
 U.S. EPA
 202-564-6999

> On Apr 2, 2018, at 6:05 AM, Bennett, Tate <Bennett.Tate@epa.gov> wrote:
 >
 > Any update on OMB/ timing for MTE over the weekend? Still good to proceed with tomorrow? Just wanted to check in!
 >
 >> On Mar 30, 2018, at 8:52 AM, Jackson, Ryan <jackson.ryan@epa.gov> wrote:
 >>
 >> Exactly my thoughts.
 >>
 >> -----Original Message-----
 >> From: Bowman, Liz
 >> Sent: Friday, March 30, 2018 7:57 AM
 >> To: Bennett, Tate <Bennett.Tate@epa.gov>
 >> Cc: Jackson, Ryan <jackson.ryan@epa.gov>; Letendre, Daisy <letendre.daisy@epa.gov>
 >> Subject: Re:
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 >> We could always do what we did w Kentucky and announce it at the event, or announce that it's coming
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 >>>> Ryan Jackson
 >>>> Chief of Staff
 >>>> U.S. EPA
 >>>> 202-564-6999
 >>>>

Message

From: Dooley, Erin [Erin.Dooley@abc.com]
Sent: 4/2/2018 7:25:16 PM
To: Bowman, Liz [Bowman.Liz@epa.gov]
Subject: Re: Question from ABC -- auto emissions standards

Aw, have fun!!

From: Bowman, Liz <Bowman.Liz@epa.gov>
Sent: Monday, April 2, 2018 3:22:29 PM
To: Dooley, Erin
Subject: Re: Question from ABC -- auto emissions standards

Thanks! Sorry at egg roll

On Apr 2, 2018, at 3:18 PM, Dooley, Erin <Erin.Dooley@abc.com> wrote:

Never mind, I see the Administrator tweeted it (and a link to the release) out! Thanks.

Still planning an event?

From: Dooley, Erin
Sent: Monday, April 2, 2018 2:57 PM
To: Bowman, Liz
Subject: Re: Question from ABC -- auto emissions standards

Hey Liz,

I'm not seeing anything... perhaps I'm not on the list!

Can you confirm Pruitt's stmt to Bloomberg, as well as the details in the story?

<https://www.bloomberg.com/amp/news/articles/2018-04-02/u-s-epa-says-auto-emissions-standards-should-be-revised>

"The Obama EPA's determination was wrong," Pruitt said in a news release. "Obama's EPA cut the midterm evaluation process short with politically charged expediency, made assumptions about the standards that didn't comport with reality and set the standards too high."

From: Bowman, Liz <Bowman.Liz@epa.gov>
Sent: Monday, April 2, 2018 2:10:32 PM
To: Dooley, Erin
Subject: Re: Question from ABC -- auto emissions standards

We are sending the release soon

On Apr 2, 2018, at 1:47 PM, Dooley, Erin <Erin.Dooley@abc.com> wrote:

Wonderful, thanks. Off the record, do you guys have a day in mind? (Last week, NYT was reporting a possible Tuesday announcement, but since I haven't seen a release, I'm guessing it's been pushed...) We'd like to make sure we have a crew reserved!

From: Bowman, Liz <Bowman.Liz@epa.gov>
Sent: Monday, April 2, 2018 1:41:57 PM
To: Dooley, Erin
Cc: Ebbs, Stephanie
Subject: RE: Question from ABC -- auto emissions standards

Hi Erin – Yes that is the plan; we will be sure to send you the release once it's final. Thank you – Liz

From: Dooley, Erin [<mailto:Erin.Dooley@abc.com>]
Sent: Monday, April 2, 2018 1:20 PM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Cc: Ebbs, Stephanie <Stephanie.Ebbs@abc.com>
Subject: Question from ABC -- auto emissions standards

Hey Liz,

Erin Dooley from ABC News here. I got your contact info from my colleague, Stephanie Ebbs.

I'm wondering if you can give me some guidance on the timing of the EPA announcement on auto emissions standards?

(I see from [FOIAed documents](#) posted online that the deadline for a "final determination" was yesterday, so I'm supposing you'll be announcing the decision sometime this week!)

Many thanks,
Erin

Erin Dooley | ABC News | 202-222-7354 or 202-768-1623 | erin.dooley@abc.com | @erindooley

Message

From: Nathan Rott [NRott@npr.org]
Sent: 4/1/2018 8:47:48 PM
To: Bowman, Liz [Bowman.Liz@epa.gov]
Subject: [SPAM-Sender] CAFE Midterm Evaluation

Hello,

I'm emailing to see if Administrator Pruitt has made a determination on whether the fuel standards set by the Obama Administration are appropriate or not by today's deadline.

I've seen reports that a draft proposal has been sent to the White House and that the administrator is going to be holding an event about the standards on Tuesday.

Is that the case and do you have any other pertinent info on the standards?

Thanks,
Nate

Message

From: Bennett, Tate [Bennett.Tate@epa.gov]
Sent: 3/30/2018 1:08:17 PM
To: Jackson, Ryan [jackson.ryan@epa.gov]
CC: Bowman, Liz [Bowman.Liz@epa.gov]; Letendre, Daisy [letendre.daisy@epa.gov]
Subject: Re: RE:

Yeah no one will know the difference.

> On Mar 30, 2018, at 8:52 AM, Jackson, Ryan <jackson.ryan@epa.gov> wrote:
>
> Exactly my thoughts.
>
> -----Original Message-----
> From: Bowman, Liz
> Sent: Friday, March 30, 2018 7:57 AM
> To: Bennett, Tate <Bennett.Tate@epa.gov>
> Cc: Jackson, Ryan <jackson.ryan@epa.gov>; Letendre, Daisy <letendre.daisy@epa.gov>
> Subject: Re:
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I' ll keep you tuned in.
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>>>
>>> Ryan Jackson
>>> Chief of Staff
>>> U.S. EPA
>>> 202-564-6999
>>>

Message

From: Jackson, Ryan [jackson.ryan@epa.gov]
Sent: 3/30/2018 12:40:58 PM
To: Letendre, Daisy [letendre.daisy@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]
CC: Bennett, Tate [Bennett.Tate@epa.gov]
Subject: RE:

I'm going to argue we do the event anyway. The MTE may not be public Tuesday but will still next week.

-----Original Message-----

From: Letendre, Daisy
Sent: Friday, March 30, 2018 8:30 AM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Cc: Bennett, Tate <Bennett.Tate@epa.gov>; Jackson, Ryan <jackson.ryan@epa.gov>
Subject: Re:

I think the event will be fine either way - agree with Liz.

Sent from my iPhone

> On Mar 30, 2018, at 7:56 AM, Bowman, Liz <Bowman.Liz@epa.gov> wrote:
>
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I'll keep you tuned in.
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>>>
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>>>
>>>
>>> Ryan Jackson
>>> Chief of Staff
>>> U.S. EPA
>>> 202-564-6999
>>>

Message

From: Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]
Sent: 3/29/2018 10:42:05 PM
To: Ford, Hayley [ford.hayley@epa.gov]
CC: Bowman, Liz [Bowman.Liz@epa.gov]; Wehrum, Bill [Wehrum.Bill@epa.gov]; Bennett, Tate [Bennett.Tate@epa.gov]; Letendre, Daisy [letendre.daisy@epa.gov]; Ferguson, Lincoln [ferguson.lincoln@epa.gov]; Jackson, Ryan [jackson.ryan@epa.gov]
Subject: Re: MTE Event Monday with POTUS

Thank you for updates!

Sent from my iPhone

On Mar 29, 2018, at 4:41 PM, Ford, Hayley <ford.hayley@epa.gov> wrote:

Sounds good.

Hayley Ford

Deputy White House Liaison and Personal Aide to the Administrator
 Environmental Protection Agency
ford.hayley@epa.gov
 Phone: 202-564-2022
 Cell: 202-306-1296

From: Bowman, Liz
Sent: Thursday, March 29, 2018 6:41 PM
To: Ford, Hayley <ford.hayley@epa.gov>; Wehrum, Bill <Wehrum.Bill@epa.gov>; Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>; Bennett, Tate <Bennett.Tate@epa.gov>; Letendre, Daisy <letendre.daisy@epa.gov>
Cc: Ferguson, Lincoln <ferguson.lincoln@epa.gov>; Jackson, Ryan <jackson.ryan@epa.gov>
Subject: RE: MTE Event Monday with POTUS

We are doing the release Monday, after it's signed. The event will be Tuesday.

From: Ford, Hayley
Sent: Thursday, March 29, 2018 6:41 PM
To: Wehrum, Bill <Wehrum.Bill@epa.gov>; Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>; Bennett, Tate <Bennett.Tate@epa.gov>; Letendre, Daisy <letendre.daisy@epa.gov>
Cc: Ferguson, Lincoln <ferguson.lincoln@epa.gov>; Jackson, Ryan <jackson.ryan@epa.gov>
Subject: FW: MTE Event Monday with POTUS

FYI – it looks like we are back to our original plan for the MTE announcement. Lincoln was going to run by the Administrator, but we should proceed as we were going to, with doing press/announcement tomorrow and then our big event next Tuesday.

Thanks!

Hayley Ford

Deputy White House Liaison and Personal Aide to the Administrator
 Environmental Protection Agency

ford.hayley@epa.gov

Phone: 202-564-2022

Cell: 202-306-1296

From: Liddell, Christopher P. EOP/WHO [<mailto:Christopher.P.Liddell@who.eop.gov>]

Sent: Thursday, March 29, 2018 1:54 PM

To: Ford, Hayley <ford.hayley@epa.gov>

Cc: Jones-O'Brien, Quinn M. EOP/WHO <Quinn.M.Jones@who.eop.gov>; Moorhead, Quellie U. EOP/WHO <Quellie.U.Moorhead@who.eop.gov>; Ferguson, Lincoln <ferguson.lincoln@epa.gov>; McGinley, William J. EOP/WHO <William.J.McGinley@who.eop.gov>; Haidet, Michael B. EOP/WHO <Michael.B.Haidet@who.eop.gov>

Subject: RE: MTE Event Monday with POTUS

We discussed this at the Chief of Staff scheduling meeting this morning , and unfortunately there is no time that works on Monday given the other POTUS commitments

You should proceed with your own event as desired/appropriate

Separately , I believe that Bill or Mike (copied here) will be back to you with a positive result on the April 6th EO signing

Chris

Message

From: Letendre, Daisy [letendre.daisy@epa.gov]
Sent: 3/29/2018 8:44:29 PM
To: Bennett, Tate [Bennett.Tate@epa.gov]; Jackson, Ryan [jackson.ryan@epa.gov]
CC: Bowman, Liz [Bowman.Liz@epa.gov]
Subject: RE: MTE Event Monday with POTUS

It's going to be great! 10/10

Daisy C. Letendre

Letendre.Daisy@epa.gov

From: Bennett, Tate
Sent: Thursday, March 29, 2018 4:37 PM
To: Jackson, Ryan <jackson.ryan@epa.gov>
Cc: Letendre, Daisy <letendre.daisy@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>
Subject: Re: MTE Event Monday with POTUS

It's going to be awesome. We will have external press teed up and we're addressing a room of 100.

On Mar 29, 2018, at 4:31 PM, Jackson, Ryan <jackson.ryan@epa.gov> wrote:

We really need to make Tuesday a big deal.

From: Ford, Hayley
Sent: Thursday, March 29, 2018 2:46 PM
To: Jackson, Ryan <jackson.ryan@epa.gov>
Subject: FW: MTE Event Monday with POTUS

FYI – Lincoln is letting Pruitt know

Hayley Ford

Deputy White House Liaison and Personal Aide to the Administrator
 Environmental Protection Agency

ford.hayley@epa.gov

Phone: 202-564-2022

Cell: 202-306-1296

From: Liddell, Christopher P. EOP/WHO [<mailto:Christopher.P.Liddell@who.eop.gov>]
Sent: Thursday, March 29, 2018 1:54 PM
To: Ford, Hayley <ford.hayley@epa.gov>
Cc: Jones-O'Brien, Quinn M. EOP/WHO <Quinn.M.Jones@who.eop.gov>; Moorhead, Quellie U. EOP/WHO <Quellie.U.Moorhead@who.eop.gov>; Ferguson, Lincoln <ferguson.lincoln@epa.gov>; McGinley, William J. EOP/WHO <William.J.McGinley@who.eop.gov>; Haidet, Michael B. EOP/WHO <Michael.B.Haidet@who.eop.gov>
Subject: RE: MTE Event Monday with POTUS

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Chris

From: Ford, Hayley [<mailto:ford.hayley@epa.gov>]
Sent: Wednesday, March 28, 2018 1:13 PM
To: Liddell, Christopher P. EOP/WHO <Christopher.P.Liddell@who.eop.gov>
Cc: Jones-O'Brien, Quinn M. EOP/WHO <Quinn.M.Jones@who.eop.gov>; Moorhead, Quellie U. EOP/WHO <Quellie.U.Moorhead@who.eop.gov>; Ferguson, Lincoln <ferguson.lincoln@epa.gov>
Subject: Re: MTE Event Monday with POTUS

The statutory deadline to announce our final MTE determination is April 1 (Sunday). We had originally planned to do media this Friday then have the Administrator do the below event next Tuesday. But then POTUS called him yesterday and said he wanted to do a WH event on Monday. We can defer signing the final determinations until Monday since the deadline falls on a Sunday so that the President has something to sign but we can't wait any longer to make it public due to the statutory deadline. If we wait until Wednesday, it wouldn't be a signing ceremony. It would be up to what the President/White House wanted to do but he indicated to the Administrator that he wanted to be involved in signing it.

We might be able to move the below event we've been planning for Tuesday to Wednesday if that means POTUS can come. Let me know if this is a serious possibility and I can make the ask.

Sent from my iPhone

On Mar 28, 2018, at 11:00 AM, Liddell, Christopher P. EOP/WHO <Christopher.P.Liddell@who.eop.gov> wrote:

Hi Hayley

I am running the traps on this here to see what we can do

Monday is a bad day given other events and may be impossible

What flexibility do you have timing ? could POTUS do a Wh event later in the week eg Wednesday as a follow up to the Administrator and/or could his event be deferred

Chris

From: Ford, Hayley [<mailto:ford.hayley@epa.gov>]
Sent: Wednesday, March 28, 2018 11:59 AM
To: Jones-O'Brien, Quinn M. EOP/WHO <Quinn.M.Jones@who.eop.gov>
Cc: Jackson, Ryan <jackson.ryan@epa.gov>; Ferguson, Lincoln <ferguson.lincoln@epa.gov>
Subject: Re: MTE Event Monday with POTUS

Quinn,

Also wanted to send along details of the event we're planning for Next Tuesday. This was planned before the President called yesterday so we could do the Announcement at the White House instead on Monday, use Tuesday's event as a follow-up to Monday's event, or the President could come to this event on Tuesday and do it there instead.

Wanted you to have this info while discussing with the Chief. Just please keep a close hold on it.

Thanks!

The event will take place at the Pohanka auto group Chevy dealership in Chantilly, VA. Joining the administrator will be Peter Welch the CEO of the National Automotive Dealers Association, Mitch Bainwol the CEO of the Alliance of Automotive Manufacturers, and John Bozzella the CEO of the global automakers, Cody Lusk the CEO of American International Automobile Dealers, John O'Donnell the CEO of the Washington Area New Auto-dealers Association, and Ann Wilson a VP with the Motor Equipment Manufacturers Association.

10:30am Geoff Pohanka will introduce the Administrator. Geoff is a huge fan of this administration and could not be more excited about this announcement and is willing to do whatever it takes to make this event a success!

10:35 Administrator will make an announcement regarding MTE in the main showroom at the dealership. Or will highlight the president's announcement.

10:45 Mitch Bainwol, Peter Welch, and John Bozella will speak to how important this announcement is for both the auto manufacturers and the auto dealers

11:00am Take pictures with people in attendance (in attendance will be about 50-70 employees, technicians, and salesmen)

11:15 interview for the auto dealers internal publication.

11:30am Depart back to the office.

Location is 13915 Lee Jackson Memorial Hwy, Chantilly, VA, 20151.

Sent from my iPhone

On Mar 27, 2018, at 5:28 PM, Jones-O'Brien, Quinn M. EOP/WHO
<Quinn.M.Jones@who.eop.gov> wrote:

Thanks, Hayley. Will discuss with Chief tomorrow.

Sent from my iPhone

On Mar 27, 2018, at 6:18 PM, Ford, Hayley <ford.hayley@epa.gov>
wrote:

Quinn,

Per our conversation, wanted to send along details of the Administrator's call this afternoon with the President. The President requested that we hold an event at 1PM on Monday in the White House Diplomatic Room to announce our final MTE (mid-term evaluation) determination of GHG standards for light-duty vehicles. Our statutory deadline is April 1, but since this falls on a Sunday, we can hold the event Monday and have the President sign the final determination at the event. The President indicated he would like us to set this up and invite car companies.

As I mentioned on our call, we are also setting up an event for the Administrator next Tuesday to celebrate this decision in Northern VA at a car dealership.

We were hoping to coordinate setting this event up and receive guidance on whether we should invite outside attendees or if the White House would prefer to do that. We didn't want to get ahead of the Chief's office. Let us know what the Chief says and how we should proceed.

Thank you!

Hayley Ford

Deputy White House Liaison and Personal Aide to the
Administrator

Environmental Protection Agency

ford.hayley@epa.gov

Phone: 202-564-2022

Cell: 202-306-1296

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To: Bennett, Tate [Bennett.Tate@epa.gov]; Letendre, Daisy [letendre.daisy@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]
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Subject: RE: MTE Event Monday with POTUS

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Cc: Jones-O'Brien, Quinn M. EOP/WHO <Quinn.M.Jones@who.eop.gov>; Moorhead, Quellie U. EOP/WHO <Quellie.U.Moorhead@who.eop.gov>; Ferguson, Lincoln <ferguson.lincoln@epa.gov>
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What flexibility do you have timing ? could POTUS do a Wh event later in the week eg Wednesday as a follow up to the Administrator and/or could his event be deferred

Chris

From: Ford, Hayley [<mailto:ford.hayley@epa.gov>]

Sent: Wednesday, March 28, 2018 11:59 AM

To: Jones-O'Brien, Quinn M. EOP/WHO <Quinn.M.Jones@who.eop.gov>

Cc: Jackson, Ryan <jackson.ryan@epa.gov>; Ferguson, Lincoln <ferguson.lincoln@epa.gov>

Subject: Re: MTE Event Monday with POTUS

Quinn,

Also wanted to send along details of the event we're planning for Next Tuesday. This was planned before the President called yesterday so we could do the Announcement at the White House instead on Monday, use Tuesday's event as a follow-up to Monday's event, or the President could come to this event on Tuesday and do it there instead.

Wanted you to have this info while discussing with the Chief. Just please keep a close hold on it.

Thanks!

The event will take place at the Pohanka auto group Chevy dealership in Chantilly, VA. Joining the administrator will be Peter Welch the CEO of the National Automotive Dealers Association, Mitch Bainwol the CEO of the Alliance of Automotive Manufacturers, and John Bozzella the CEO of the global automakers, Cody Lusk the CEO of American International Automobile Dealers, John O'Donnell the CEO of the Washington Area New Auto-dealers Association, and [Ann Wilson](#) a VP with the Motor Equipment Manufacturers Association.

10:30am Geoff Pohanka will introduce the Administrator. Geoff is a huge fan of this administration and could not be more excited about this announcement and is willing to do whatever it takes to make this event a success!

10:35 Administrator will make an announcement regarding MTE in the main showroom at the dealership. Or will highlight the president's announcement.

10:45 Mitch Bainwol, Peter Welch, and John Bozella will speak to how important this announcement is for both the auto manufacturers and the auto dealers

11:00am Take pictures with people in attendance (in attendance will be about 50-70 employees, technicians, and salesmen)

11:15 interview for the auto dealers internal publication.

11:30am Depart back to the office.

Location is 13915 Lee Jackson Memorial Hwy, Chantilly. VA, 20151.

Sent from my iPhone

On Mar 27, 2018, at 5:28 PM, Jones-O'Brien, Quinn M. EOP/WHO <Quinn.M.Jones@who.eop.gov> wrote:

Thanks, Hayley. Will discuss with Chief tomorrow.

Sent from my iPhone

On Mar 27, 2018, at 6:18 PM, Ford, Hayley <ford.hayley@epa.gov> wrote:

Quinn,

Per our conversation, wanted to send along details of the Administrator's call this afternoon with the President. The President requested that we hold an event at 1PM on Monday in the White House Diplomatic Room to announce our final MTE (mid-term evaluation) determination of GHG standards for light-duty vehicles. Our statutory deadline is April 1, but since this falls on a Sunday, we can hold the event Monday and have the President sign the final determination at the event. The President indicated he would like us to set this up and invite car companies.

As I mentioned on our call, we are also setting up an event for the Administrator next Tuesday to celebrate this decision in Northern VA at a car dealership.

We were hoping to coordinate setting this event up and receive guidance on whether we should invite outside attendees or if the White House would prefer to do that. We didn't want to get ahead of the Chief's office. Let us know what the Chief says and how we should proceed.

Thank you!

Hayley Ford

Deputy White House Liaison and Personal Aide to the Administrator
Environmental Protection Agency

ford.hayley@epa.gov

Phone: 202-564-2022

Cell: 202-306-1296

Message

From: Grantham, Nancy [Grantham.Nancy@epa.gov]
Sent: 4/4/2018 1:55:18 PM
To: Bowman, Liz [Bowman.Liz@epa.gov]; Konkus, John [konkus.john@epa.gov]
Subject: FW: News: Midterm Evaluation

See clips below – including broadcast thanks ng

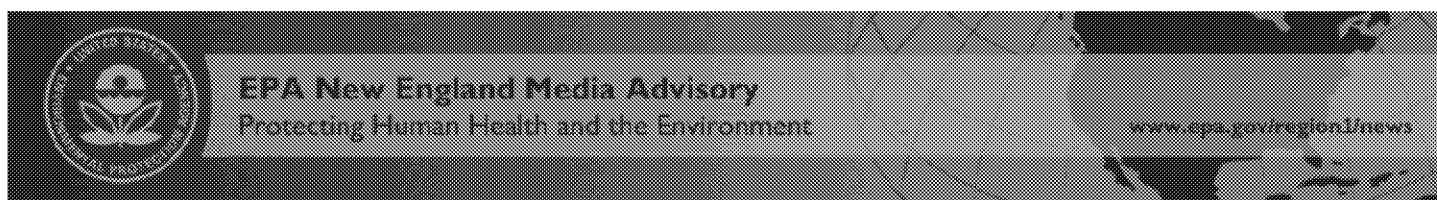
Nancy Grantham
Office of Public Affairs
US Environmental Protection Agency
202-564-6879 (desk)
202-253-7056 (mobile)

From: Sauerhage, Maggie
Sent: Wednesday, April 04, 2018 9:38 AM
To: Grantham, Nancy <Grantham.Nancy@epa.gov>
Subject: FW: News: Midterm Evaluation

Here's the midterm evaluation clips from last night to this morning. The TV ones do let you view the clip if you click View Clip at the far right, but it doesn't seem to start exactly where the EPA coverage is. I tested one and had to move it along a bit to find the EPA part.

Maggie Sauerhage
Office of Public Affairs
U.S. Environmental Protection Agency
Office: (202) 564-0443
Cell: (202) 704-6352

From: Maggie Sauerhage [mailto:sauerhage.maggie@epa.gov]
Sent: Wednesday, April 04, 2018 9:34 AM
To: Sauerhage, Maggie <Sauerhage.Maggie@epa.gov>
Subject: News: Midterm Evaluation



News: Midterm Evaluation

Total Clips: 73

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» ICCT CITES INCREASED CREDIT USE TO RESIST CALLS TO EASE VEHICLE GHG RULES	04/04/2018	Clean Air Report	Text

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CONSERVATIVE GROUPS URGE EPA TO REVOKE CALIFORNIA WAIVER FOR VEHICLES**04/04/2018*****Clean Air Report***

Days before EPA Administrator Scott Pruitt unveiled the first step in his plan to roll back Obama-era vehicle greenhouse gas standards, a coalition of conservative groups urged him to go a step further and revoke the agency's Clean Air Act waiver that allows California and other states to adopt and maintain those standards.

"Our organizations write today to call for the revocation of California's waiver from the Clean Air Act, which allows the state to decouple from Federal policy and impose strict emission standards on automobiles," states a March 28 letter to Pruitt from 11 conservative and free market groups, including the Competitive Enterprise Institute, FreedomWorks, and Americans for Tax Reform. The letter is available on InsideEPA.com. (Doc. ID: 210546)

"California's stated goal is to remove all gasoline-powered vehicles from the roads and replace them with their electric counterparts, and the state uses the Clean Air Act waiver to achieve this goal," the groups say. "The American people deserve better, and, if you do not act fast . . . people across the state of California will be facing unrealistic and costly mandates which threaten their basic right to choose."

The letter came just days before Pruitt issued April 2 a determination formally endorsing the goal of a weaker vehicle GHG program, a move widely viewed as an opening salvo of a formal regulatory process.

California officials have said that if the EPA proposal goes too far in relaxing GHG standards for model year 2022-25 vehicles, the California Air Resources Board will maintain its existing, more stringent regulations. This would mean automakers would be faced with complying with two different sets of standards across the country, a scenario they are seeking to avoid.

But Pruitt has made no secret of his opposition to the state's waiver and the strict vehicle rules it has adopted. "California is not the arbiter of these issues," Pruitt said in a recent interview. California regulates GHGs "at the state level, but that shouldn't and can't dictate to the rest of the country what these [federal] levels are going to be."

Echoing Pruitt's comments, the conservative groups cite California's push to increase electric vehicles (EVs), saying EPA should not "promote solutions that require expensive taxpayer-funded infrastructure spending and subsidies, particularly at questionable environmental gains. With California battling a borderline failing Infrastructure Report Card and 50% of its roads in poor condition, instead of spending \$2.5 billion on charging stations, that taxpayer spending could be better used elsewhere."

Further, EVs cost 40-60 percent "more than their conventional counterparts, and their purchases are supported by taxpayer subsidies that provide the most help to those buying the most expensive electric vehicles," the groups continue. "Essentially, the wealthier you are, the bigger the subsidy. In fact, one study found that six dollars out of every \$10 of electric vehicle subsidies went to households earning over \$200,000 per year, while one dollar out of every \$10 went to households earning less than \$75,000 per year. In California, 83% of rebates go to recipients with incomes over \$100,000. It's welfare for the rich."

The groups also reiterate past arguments by some that California's GHG standards should be regarded as preempted by federal statute because the Energy Policy and Conservation Act "forbids any state from adopting a law related to fuel economy standards," the letter says.

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ICCT CITES INCREASED CREDIT USE TO RESIST CALLS TO EASE VEHICLE GHG RULES**04/04/2018*****Clean Air Report***

A clean transportation group is stepping up its opposition to Trump administration efforts to ease Obama-era light-duty vehicle greenhouse gas rules, finding in a new study that automakers may easily comply with the standards due in part to their greater use of "off-cycle" credits -- granted for use of novel fuel economy technologies -- than EPA first projected.

The new white paper, from the International Council on Clean Transportation (ICCT), is the latest move by defenders of EPA's current light duty vehicle GHG standards to push back against emerging Trump administration plans to ease them, arguing the limits are attainable -- or even easier to comply with -- than Obama administration drafters of the rules assumed.

The white paper is available on InsideEPA.com. (Doc. ID: 210552)

The analysis and accompanying recommendations appear broadly tailored to rebut auto industry arguments that EPA's existing model year 2022 -2025 standards should be eased because they are too costly for automakers. It also pushes back against calls from the industry and some other analysts who have suggested that the scope of off-cycle credits should be broadened to include emerging autonomous vehicle technologies that could reduce accidents or speed traffic flow.

As such, ICCT's work also highlights the extent to which a looming battle over the standards will center not just on top line GHG or fuel economy requirements but also the accounting mechanisms that determine automaker compliance with the limits.

The group's analysis will also factor into comments on individual automaker requests for recognition of new "off-cycle technologies" -- a term for fuel economy technologies that are not fully accounted for, or even measured at all, in conventional laboratory test cycles.

"The extent to which off cycle crediting provisions could be used to ease compliance with the standards has been relatively unknown and unanalyzed," ICCT says in its new analysis, "How Will Off-Cycle Credits Impact U.S. 2025 Efficiency Standards?"

"Based on this analysis, we find that the developments and potential impact of the off cycle credit program are far greater than generally understood by policymakers, researchers, and even the applicable regulatory agencies," ICCT says.

The term off-cycle generally refers to technologies that are not recognized by standard test cycles. Some examples include solar panels, stop-start engine technology, low emissivity glass that reduces energy use, and numerous other options.

Both EPA and the National Highway Traffic Safety Administration, in their joint model year (MY) 17-25 rulemaking, increased access to such off-cycle credits, including EPA streamlining that created default credit approval in 13 technology areas, ICCT notes.

Automakers can petition for additional off-cycle technologies, as well as to claim additional off-cycle credits for technologies that may be partially, but not completely captured in current vehicle tests, a step they have taken on several occasions since the rules were promulgated.

ICCT's new analysis concludes broadly that automakers are moving at a faster than expected pace to use off-cycle credits subject to little validation and that the off-cycle credit program could become so large as to significantly reduce expected CO2 and fuel economy benefits of the program.

ICCT notes that automakers have already claimed 3 grams of CO2 per mile worth of off-cycle credits in 2016 -- roughly 3 percent of the 95 grams of CO2 per mile reduction that the regulations call for in 2025.

While that number may sound small, the 2016 figure already equals or exceeds EPA projections that such credits would account for less than 3 grams of CO2 per mile in MY25, according to an ICCT press release on the report.

More broadly, ICCT estimates, based on current trends, such crediting of off-cycle technologies could rise to 10-25 grams per mile worth of CO2 reductions, which could "displace" 11 to 26 percent of CO2 cuts that would otherwise be required under the program from MY16-25.

"Individual automakers have received credits in 14 separate areas . . . and credit requests proliferate, indicating automakers are looking to capitalize more broadly," ICCT states.

More pointedly for evolving Trump administration efforts to ease the standards for at least MY22-25, the report includes an estimate that for those model years, crediting of off-cycle emissions credits could amount to between 26 percent and 65 percent of CO2 reductions expected under the program for those years.

Off-cycle credits in theory are just another way to recognize technologies automakers can use to lower the environmental footprint of their vehicles, but ICCT says these numbers are a problem because there is currently little validation of the off-cycle technologies.

"If you have a suite of technologies that suddenly could account for a quarter of the expected fuel efficiency benefit of this regulation, you should be pretty sure they're delivering real-world benefits," Nic Lutsey, the study's lead author, said in a press release. "But we don't know." Lutsey said.

ICCT's analysis cites early data from entities including the National Renewable Energy Laboratory suggesting that automakers are claiming as much as 10 or 20 times too much credit for some individual technologies.

More broadly, ICCT estimates that a proliferation of off-cycle-credits could reduce real-world fuel economy, as accounted for on vehicle labels, by as much as 4 miles per gallon in 2025 for cars and 3 miles per gallon for light trucks.

Accordingly, ICCT includes several recommendations geared toward making the off-cycle-credit program transparent, and "linked with real world benefit."

They include a call for "full reporting" of the off-cycle credit values by vehicle make and model; clear "constraints and principles for approvals" -- including perhaps limiting the program's impact to 3 percent of the regulated CO2 emissions target, and the proposed creation of a "multi-stakeholder program," or "consortium" to collect real world data on driving and conditions to validate the credits.

ICCT also recommends that agencies prevent credits for use of autonomous and connected vehicle technologies. "[W]ith previously noted trends showing several issues with expanding off-cycle credit program, it is important for the agencies to clarify that these types of technologies are still, presumably, not eligible for credits."

With respect to the reopened regulations, ICCT calls for off-cycle credit use by automakers should be included in "all regulatory analyses related to the 2017-2025 mid-term evaluation and potential new standards" -- a step that the group would mean that estimated compliance costs through 2025 "are likely to be much lower as a result."

In line with these arguments ICCT's Drew Kodjak in the press statement cites his group's off-cycle analysis -- as well another recent study on the use of advanced technologies in the popular Toyota Camry -- as further bolstering claims by defenders of EPA's regulations that they do not need to be weakened.

"It's clear industry is going to significantly exceed forecasts, and could meet the fuel economy targets at significantly lower cost than projected. One thing is for certain: the evidence doesn't support any argument that the automakers are technologically challenged by the 2025 standards." -- Doug Obey

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FORD SEEKS 'MORE FLEXIBILITY' UNDER VEHICLE GHG RULES BUT RESISTS 'ROLLBACK'

04/04/2018

Clean Air Report

Ford Motor Co. executives are pressing the case for "more flexibility" under light-duty vehicle greenhouse gas emissions and fuel economy rules, such as greater crediting of autonomous and other technologies toward compliance with the requirements, even as they signal they are not seeking a "rollback" of the standards.

"We support clean car standards through 2025 and we are not asking for a rollback," Ford Chairman Bill Ford and company President Jim Hackett write in a March 27 article released on the publishing site Medium.

The article underscores efforts by companies to assert generic support for fuel economy standards while opening the door to specific changes that could ease the required rate of improvement for their vehicles over time.

The appeals come as EPA April 2 issued a formal notice declaring that current vehicle GHG standards that apply up to model year (MY) 2025 should be weakened. As such, the article can be seen as a balancing act that appears to simultaneously take into account Trump administration plans to weaken the limits, a looming battle with California and other states that want to retain the current program, and international markets for Ford products.

"At Ford, we believe we must deliver on CO2 reductions consistent with the Paris Climate Accord," the officials say.

But the article also highlights the extent to which an upcoming battle over the stringency of vehicle standards to 2025 will center around not only numerical GHG emissions or fuel economy targets, but on the compliance accounting for meeting the standards.

For example, a new study by a clean transportation group notes that automakers have already pursued more "off-cycle" emissions than EPA initially projected, which as trends continue could lower estimated compliance costs of the rules. The group offers this as another basis for arguing there is no reason to ease the standards and also calls for reforms to ensure

the off-cycle program does not undercut the emissions benefits of the rules.

But the Ford executives emphasize emerging efforts by automakers to tee up new GHG or fuel economy compliance credits for novel activities or technologies that proponents have touted as having significant emissions-reduction potential. Such technologies or strategies include ride sharing, autonomous vehicles and "smart" vehicle and safety technologies.

"Looking forward, we know we will need new metrics, new ideas and new technologies to measure environmental progress in increasingly electric and connected world. We are building a future of smart vehicles in a smart world," the Ford officials say. "New mobility solutions like dynamic shuttles and ride sharing take vehicles off the road while providing community and connection. We will use technology to find parking spots in order to minimize the CO2 from endless circling around the block."

The two Ford executives add, "We are building the 'Transportation Mobility Cloud,' centered on meeting the unique transportation needs of every individual. Its promise is that it will support a more efficient transportation system that works to our advantage and better addresses CO2 reduction and congestion."

Observers have previously questioned the extent to which some technologies -- including autonomous vehicles -- could factor into regulations before MY25, while not ruling it out and pointing to the potential of self-driving electric vehicle fleets, for example, to eventually offer low emissions transport to consumers.

Talk of that potential, however, exists alongside concerns that poorly implemented strategies could actually increase emissions, if, for example, autonomous vehicles simply circle endlessly in search of paying customers.

And advocates for strong emissions rules have raised concerns about overly aggressive crediting of the "off-cycle" technologies that are not necessarily recognized under current testing procedures, seeking more rigorous validation of those credits. -- Doug Obey

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March auto sales gain, reversing 2018 losses for several automakers | [View Clip](#)

04/04/2018

Todays motor vehicles

...EPA sped up the MTE process, saying the 54.5mpg figure should stand. U.S. Environmental Protection Agency (EPA) Administrator...

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04/04/2018

POLITICO Online

...Cabinet members in the coming months -- and potentially more, should his EPA administrator succumb to a torrent of withering headlines....

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04/04/2018

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2018-04-03 18:34:55+00:00 WASHINGTON (Sinclair Broadcast Group) - Environmental Protection Agency Administrator Scott Pruitt...

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...was the right move, critics said it would hurt the average consumer. Environmental Protection Agency Administrator Scott...

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...to 2025 for light-duty vehicles. April 4, 2018 WASHINGTON – This week, Environmental Protection Agency (EPA) Administrator...

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...model, verses building upon an existing platform. Finally, on April 2nd Environmental Protection Agency chief Scott Pruitt...

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...made a similar statement but stopped short of calling for legal action. Environmental Protection Agency Administrator Scott...

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04/04/2018

Daily Caller, The

...are particularly appropriate given the serious public health impacts of air pollution in our cities and states and the severe...

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...of the last year since automakers have been pushing for it and the U.S. Environmental Protection Agency (EPA) wasn't expected...

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04/04/2018

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By Kristen Hildreth and Ben Husch The U.S. Environmental Protection Agency (EPA) announced the completion of the midterm...

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Trump EPA Moves to Cut Obama-Era Mileage Rules on Vehicles (2) | [View Clip](#)

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SFGate

...President Barack Obama's climate-change policy are too aggressive, U.S. Environmental Protection Agency chief Scott Pruitt...

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EPA to roll back car emissions standards | [View Clip](#)

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SFGate

Published 4:56 pm, Monday, April 2, 2018 WASHINGTON - Environmental Protection Agency Administrator Scott Pruitt announced...

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Emissions Standards for Cars and Light Trucks Should Be Revised | [View Clip](#)

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Shop, The

U.S. Environmental Protection Agency (EPA) Administrator Scott Pruitt on Monday announced the completion of the Midterm...

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As EPA moves to weaken emissions standards, environmentalists and states push back | [View Clip](#)

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WCHS-TV - Online

...with auto industry executives Tuesday. Under a rule established by the EPA in 2012, every new fleet of vehicles would be required to...

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As EPA moves to weaken emissions standards, environmentalists and states push back | [View Clip](#)

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KRXI-TV Online

2018-04-03 18:34:55+00:00 WASHINGTON (Sinclair Broadcast Group) - Environmental Protection Agency Administrator Scott Pruitt...

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EPA calls for GHG emission standard revision | [View Clip](#)

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Vehicle Service Pros

...duty model year 2022-25 emissions standards set in the Obama-era, U.S. Environmental Protection Agency (EPA) Administrator...

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Trump Told EPA Chief Scott Pruitt 'We Have Your Back'

04/03/2018

Acorn: Drew University, The

U.S. Environmental Protection Agency Administrator Scott Pruitt is announcing the completion of the Midterm Evaluation process for the greenhouse gas emissions standards for cars and light trucks for model years 2022-2025, and his final determination that, in light of recent data, the current standards are not appropriate and should be revised.

A top aide at the Environmental Protection Agency, who recently received a 33 percent raise from Administrator Scott Pruitt despite a lack of approval from the White House, helped shop for housing options for him and his wife a year ago, according to several individuals with knowledge of the matter.

Republicans and Democrats on the House Energy and Commerce Committee requested information on Pruitt's housing situation.

According to these individuals, who spoke on the condition of anonymity to discuss personnel matters, Pruitt reappointed both staff members under the authority of the act.

Trump has not identified a replacement for Pruitt should he decide to fire him, multiple senior officials said, and he remains enthusiastic about the progress his EPA has made toward deregulation and environmental rollbacks.

The ethics official said the arrangement was consistent with federal ethics regulations because Pruitt paid "market value" for it. Another White House official said few people were coming to Pruitt's defense, the newspaper said, although there is no sign yet that his position is in jeopardy.

Pruitt's lease, however, required him to pay just for nights he occupied in the unit. A two bedroom townhome on the same block as the one leased by Pruitt was advertised for rent on Monday at \$3,750 a month. And 12 other states, including New York, Pennsylvania and MA, follow California's lead on cleaner cars, meaning that for practical purposes that's the standard automakers have to follow.

Walter Shaub, who ran the U.S. Office of Government Ethics until previous year, rated EPA's legal justification of Pruitt's living arrangements as "Total Baloney". EPA also granted a favourable ruling to a pipeline company also represented by Hart's firm.

Whitehouse also asked the inspector general to probe whether Pruitt flew first class even when traveling on personal business - and if his bodyguards were seated there too. Spokeswoman Jennifer Kaplan said the watchdog office is evaluating the requests.

The unusual arrangement has attracted attention in Washington, where Pruitt has been under increasing scrutiny for this frequent taxpayer-funded travel, which has included first-class airline tickets. Though federal regulations typically require federal officials to fly in coach, the EPA chief has said he needed to sit in premium seats due to security concerns.

"I don't know how you survive this one", former New Jersey governor and ABC News contributor Chris Christie told ABC News Chief Anchor George Stephanopoulos on This Week Sunday.

Sarah Greenwalt worked as Pruitt's general counsel when he served as attorney general in Oklahoma.

Trump is said to be fond of Pruitt and has cheered his moves to rollback regulations and do battle with environmental groups.

Gloria Bergquist, a spokeswoman for the Alliance of Automobile Manufacturers, said Pruitt made the right decision and that the administration was working on a way to both increase fuel economy and "keep new vehicles affordable to more Americans".

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News 3 News at 11p | [View Clip](#)**04/03/2018****NewsChannel 3 News at 11 - WTKR-TV**

the president says he wants to use the military to secure the u-s mexico border-- until a wall is built. "until we can have a wall and proper security, we re going TO-p&BE guarding our border with the -p&MILITARY. -p&THAT s a big STEP.-p&WE really haven)t done that -p&BEFORE, certainly not very much -p&BEFORE." the president signed a spending bill last month providing less money for the wall than he wanted. he says it)s necessary because the u-s borders aren t strong enough and immigration laws are too weak. the environmental protection agency is planning to revise car and truck emission standards. administrator scott pruit says the current standards set during the obama administration... are unrealistic. this week marks the end of the mid-term evaluation process for green house gas emissions for cars produced from 20-22 through 20-25. pruit says the e-p-a will work with individual states on the new standards. "and as we look at variou issues on how we should set these standards, they need to be updated and evaluated and the standards need to be revised accordingly." california -- which has a federal waiver under the clean air act to set its own emissions standards -- has said it will stick with the obama- era rules. that sets a possible legal challenge between the trump administration and the state. new details-- the designer of this kansas waterslide -- where a 10-year- old boy was killed -- is now behind bars. 72 -year -old john schooley is charged with second-degree murder and battery in the 20-16 death of caleb schwab. the water slide was billed as the world s tallest. but officials say its design violated numerous safety standards. it)s not something you see every day-- police chasing a stolen ambulance. this bizarre chase happened early this morning in downtown los angeles. police say paramedics took a patient into the hospital-- leaving the

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Vehicle Lightweighting with Plastics Still Critical to Safety, Performance and Consumer Preference | [View Clip](#)**04/03/2018****American Chemistry - Online**

WASHINGTON (April 3, 2018) - The U.S. Environmental Protection Agency yesterday announced completion of its Midterm Evaluation...

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...Partners Wins 2018 ENERGY STAR® Partner of the Year Award From EPA 19:33:45 - Economic Scene: Charitable Giving by Corporations Is...

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EPA says Obama-era fuel guidelines were politically charged | [View Clip](#)**04/03/2018*****Yahoo News***

...was the right move, critics said it would hurt the average consumer. Environmental Protection Agency Administrator Scott...

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...over whether or not he can hold onto his administration post, embattled Environmental Protection Agency Administrator Scott...

[Return to Top](#)**As EPA moves to weaken emissions standards, environmentalists and states push back | [View Clip](#)****04/03/2018*****KEYE-TV Online***

2018-04-03 18:34:55+00:00 WASHINGTON (Sinclair Broadcast Group) - Environmental Protection Agency Administrator Scott Pruitt...

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2018-04-03 18:34:55+00:00 WASHINGTON (Sinclair Broadcast Group) - Environmental Protection Agency Administrator Scott Pruitt...

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...over whether or not he can hold onto his administration post, embattled Environmental Protection Agency Administrator Scott...

[Return to Top](#)**Fox 43 News at 10:00pm | [View Clip](#)****04/03/2018*****Fox 43 News at 10/Early Advantage - WPMT-TV***

and pennsylvania attorney general josh shapiro -- is part of that lawsuit attempting to block the trump administration over that 20-20 census question about citizenship. on twitter today, shapiro said the question will supress participation in the survey -- and lead to inaccurate results. he tweeted, quote, "thi administrations process to add the untested citizenship question at the last minute is illegal. democrats & republicans havent included the question since 1950 - nearly 70 years ago - because evidence shows it depresses turnout and invalidates census results." the head of the environmental protection

agency announcing today, a plan to rollback obama- era fuel standards. administrator scott pruit says it's part of the president's america first agenda. this president has shown tremendous courage to say to the american people that america is going to be put first. and i think this midterm evaluation, the auto sector, the importance of auto manufacturing to this country, the president, again, is saying america is going to be put first. and we have nothing to be apologetic about." the change in policy would relax fuel efficiency and emissions standards for cars made between 20-22 and 20-25. that includes eliminating a regulation requiring automakers to double fuel economy, to more than 50 miles per gallon. pruit did not say what the new standards would be -- only that they are still under evaluation. critics say the rollback is a loss for american consumers and the environment. three cancer survivors who hoped to be mothers someday -- left heartbroken. they say they lost their preserved eggs, after a storage tank malfunction at an ohio fertility clinic. now -- they're filing suit. fox's rich denison has more on the actions their taking. deer says" "i've lost future, comprised of 29 precious eggs. i've lost everything." three cancer survivors are suing an ohio fertility clinic... after losing their eggs in a cryogenic freezer failure. the women underwent fertility treatments after they were diagnosed with cancer... and delayed chemotherapy in the hope of conceiving. attorney gloria allred says since the women's eggs have been damaged or destroyed... it's unlikely they'll ever be able to have a biological child. yerkey says: " recently took a blood test just this week which confirmed that my ovarian function has been ruined from the extensive chemotherapy that i've undergone. my hopes and dreams have been shattered, i have no idea how i will go on. everything has been stolen from me and my spirit is crushed." the clinic is run by university hospitals in cleveland. it says a remote alarm system was turned off on a storage tank that malfunctioned in early march... over four- thousand eggs and embryos belonging to nearly a thousand patients were ruined. liu says: "unfortunately we found tha that remote sensor was deactivated and we are having an investigation to determine how that happened." universit hospitals says the clinic knew

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Donovan, Moore oppose EPA emission rollback | [View Clip](#)
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Vermont Business Magazine Attorney General Thomas J Donovan, Jr, and Vermont Agency of Natural Resources Secretary Julie Moore...

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...the State of Vermont will continue to vigorously oppose the United States Environmental Protection Agency's (EPA) planned...

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Obama's Emissions Standards Forced Automakers to Make Cars People Won't Buy | [View Clip](#)
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EPA Administrator Scott Pruitt (Screenshot) (CNSNews.com) - Environmental Protection Agency Administrator Scott Pruitt said the...

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Environmental Protection Agency Administrator Scott Pruitt said his plans for repealing Obama-era fuel efficiency standards are...

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How Scott Pruitt avoided tough questions on Tuesday | [View Clip](#)**04/03/2018*****KITV-TV Online***

...over whether or not he can hold onto his administration post, embattled Environmental Protection Agency Administrator Scott...

[Return to Top](#)**EPA Scrapping GHG Emissions Rules for Cars, Light Trucks -- Environmental Protection | [View Clip](#)****04/03/2018*****Environmental Protection***

EPA Scrapping GHG Emissions Rules for Cars, Light Trucks He said EPA is beginning a joint process with the National Highway Traffic...

[Return to Top](#)**US EPA to revise GHG emission standards for 2022-2025 cars and light trucks | [View Clip](#)****04/03/2018*****DieselNet***

3 April 2018 The US Environmental Protection Agency (EPA) Administrator Scott Pruitt announced the completion of the Midterm...

[Return to Top](#)**Trump EPA Moves to Cut Obama-Era Mileage Rules on Vehicles (2) | [View Clip](#)****04/03/2018*****San Antonio Express-News Online***

(Bloomberg) -- The Trump administration announced that fuel-efficiency regulations for cars and light trucks are too stringent and must be revised, beginning a process sought by the U.S. auto industry to pare anti-pollution targets.

The EPA also said it was considering whether to revoke the waiver that allows California to set its own, tougher emissions rules.

The national greenhouse gas emission targets that were a signature element of former President Barack Obama's climate-change policy are too aggressive, U.S. Environmental Protection Agency chief Scott Pruitt said in a statement Monday outlining the decision.

"The Obama EPA's determination was wrong," Pruitt said in a news release. "Obama's EPA cut the midterm evaluation process short with politically charged expediency, made assumptions about the standards that didn't comport with reality and set the standards too high."

The widely anticipated decision drew criticism from consumer and environmental groups. It dovetails with other steps to unwind actions aimed at combating climate change, such as President Donald Trump's withdrawal from the Paris climate accord and the EPA's repeal of a rule slashing carbon dioxide emissions from power plants.

Why Trump Would Want to Slow Tough Fuel Standards: QuickTake Q&A

The response from environmentalists was swift and harsh.

"The American public overwhelmingly supports strong vehicle standards because they cut the cost of driving, reduce air pollution, and combat climate change," said Luke Tonachel, director of the Natural Resources Defense Council's clean vehicles program. "Backing off now is irresponsible and unwarranted."

Pruitt's so-called final determination released Monday is a step needed to dial back the Obama-era rules, which aimed to slash carbon dioxide emissions from cars and light trucks by boosting fuel economy to a fleet average of more than 50 miles per gallon by 2025. That standard is equivalent to roughly 36 mpg in real-world driving.

The EPA's announcement echoed criticisms by automakers, saying the Obama administration short-circuited a review process and rushed out its final determination just days before leaving office. Pruitt said the agency would begin drafting fresh auto standards for 2022-2025 alongside the National Highway Traffic Safety Administration.

Earlier: Trump Urged to Take California's Hands Off Wheel on Emissions

Gloria Bergquist, a spokeswoman for the Alliance of Automobile Manufacturers, said that vehicles need to remain affordable for consumers to replace older, less-efficient cars with newer ones.

"This was the right decision," Bergquist said in a statement. The Auto Alliance represents a dozen automakers including General Motors Co., Ford Motor Co., Fiat Chrysler Automobiles NV and Volkswagen AG.

"To ensure ongoing fuel economy improvement, the wisest course of action is to keep new vehicles affordable so more consumers can replace an older car with a new vehicle that uses much less fuel -- and offers more safety features," she said.

Earlier: Trump Is Said to Cite Cost, Safety for Auto Emissions Rollback

The decision also puts the Trump administration's tenuous relationship with California officials on an even rockier path. The state has its own car and truck efficiency standards aligned with the Obama-era targets, made through an agreement reached in 2011 with the support of nearly all major automakers.

"The California waiver is still being reexamined by EPA under Administrator Pruitt's leadership," the agency said. California has been writing its own clean-air rules since 1970, as part of the state's bid to crack down on smog.

California officials vowed to resist a Trump-led rollback of the federal targets, with state Attorney General Xavier Becerra threatening a lawsuit and Air Resources Board Chairman Mary Nichols blasting the EPA's move as a bid to "demolish the nation's clean car program."

"California will not weaken its nationally accepted clean car standards, and automakers will continue to meet those higher standards, bringing better gas mileage and less pollution for everyone," Nichols said in an emailed statement. "This decision takes the U.S. auto industry backward, and we will vigorously defend the existing clean vehicle standards and fight to preserve one national clean vehicle program."

Conservative activists have been pressuring the Trump administration to repeal California's waiver and put the National Highway Traffic Safety Administration in charge.

"Automakers are now being forced to design vehicles not for what consumers want but for what regulators want," the American Energy Alliance, Heritage Action and 10 other free-market advocacy groups told Trump administration officials in a letter released Monday. "Who should decide what cars and trucks consumers should buy: consumers themselves or unelected bureaucrats in Sacramento?"

Without an agreement between Washington and Sacramento, easing the federal standards could lead to a messy legal battle, a patchwork of efficiency standards, or both. The friction has broader implications for carmakers because California's rules are followed by 12 other states that collectively account for about a third of U.S. auto sales.

That has automakers nervous.

"Maintaining a single national program is critical to ensuring that cars remain affordable," said the Auto Alliance. "We look forward to working with key stakeholders and the state of California once EPA and NHTSA begin" crafting new regulations.

(Updates with comments from California officials and conservative groups from 16th paragraph.)

To contact the reporters on this story: Ryan Beene in Washington at rbeene@bloomberg.net, Jennifer A. Dlouhy in Washington at jdrouhy1@bloomberg.net, John Lippert in Chicago at jlippert@bloomberg.net.

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Published 4:13 pm, Monday, April 2, 2018

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Attorney General Kilmartin Statement on the EPA Rollback of Emissions Standards for Motor Vehicles | [View Clip](#)
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Publicnow

...F. Kilmartin issued the following statement on the news that the U.S. Environmental Protection Agency (EPA) rejected earlier...

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04/03/2018
KMVT News at 5 - KMVT-TV

big greasy burger>> 2 in health news... 2 we all know home cooked meals are probably healthier than restaurant food. 2 but a new study is revealing a new reason to Ånot eat out. 2 in today's health minute, reid binion has a closer look at the impact fast food can have on your hormones. 2 it's convenient, but eating out may be taking a toll on your hormones. 2 that's according to a study published in the journal environment international. 2 researchers say dining out increases your exposure to potentially harmful chemicals. 2 those chemicals are called "phthalates" (fah-lats) and researchers say ey can make your hormones go haywire. 2 the study found people who ate at restaurants and fast-food outlets had 35-percent higher levels of "phthalates" (fah-lats) than those who didn't. 2 for years, eating foods with high levels of those chemicals have been linked to birth defects. 2 and now scientists suspect the chemicals can disrupt hormones and cause fertility problems. 2 researchers say food is likely contaminated with those chemicals because it comes in contact with gloves and plastic packaging. 2 those same synthetic chemicals are also found in perfumes, hair sprays and shampoos. 2 the good news is that those chemicals stay in the body for only about a day. 2 for today's health minute, i'm reid binion. 2 2 environmental protection agency administrator scott pruit announced monday that obama-era car and truck emission standards should be revised. 2 monday marked the end of the midterm evaluation process for green house gas emissions for cars produced from 20-22 through 20-25. 2 following the evaulation, pruit announced current emissions standards are too high, calling them rushed and unrealistic. 2 they were passed at the end of obama's second term. 2 pruit also said the e-p-a will also work with individual states on the new standards, including california, which has stricter requirements than other states. 2 joe>> 2 2 next... we'll meet a squirrel

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WALB News 10 at 5pm | [View Clip](#)
04/03/2018
WALB News 10 at 5pm - WALB (NBC)

be used to create Amtrak service from New Orleans to Mobile with multiple stops on the Mississippi Coast. The Governor wants to hear from the people of the Mississippi Gulf Coast. He wants to know if this is important to us and if it is then he will know that he has the support to do what the state needs to do to secure the matching grant that is necessary in restoring the passenger rail service If you want your voice heard -- go to the Southern Rail Commission's website and click on the top of the page where it says contact Governor Bryant in support of passenger rail. Environmental protection agency administrator Scott Pruitt announced this week that obama-era car and truck emission standards should be revised. Monday marked the end of the midterm evaluation process for green house gas emissions for cars produced from 20-22 through 20-25. Following the evaluation, Pruitt announced current emissions standards are too high, calling them rushed and unrealistic. They were passed at the end of Obama's second term. Its that time of year when mosquitoes are starting to appear as the season warms up. Why this has Bee Keepers in South Carolina taking some extra precautions. Plus a bill to lower the drinking age in Louisiana is stirring up some controversy. Millions of you are online right now, searching one topic. That will generate over 600 million results. And if you've been diagnosed with cancer, searching for answers like where to treat, can

feel even more overwhelming. So start your search with the specialists at Cancer Treatment Centers of America in Atlanta. Start with teams of experts under one roof focused on individual cancer types. Start where experts use advanced technology

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News 3 News at 5p | [View Clip](#)

04/03/2018

NewsChannel 3 News at 5 - WTKR-TV

border."hours earlier in series of tweets, mr trump warned mexico gxf in that cash cow nafta was "in play" if it failed to stop th caravan of immigrants heading to our "weak laws border. gxf out trump sot "nafta is a phenomenal deal for mexico. its been a horrible deal for the united states. we)re renegotiating it now." mister trump said the obama era policy critics call "catch an release" was a failure. he announced a new step to stop the flow of illegal immigrants. sot trump "we are going to be guarding our borders with the military." gxf cordes the white house is also considering new immigration legislation that would make it tougher for immigrants to apply for asylum, eliminate protections for certain children so they can be removed quickly and keep families in detention for longer periods of time while their case moves through the immigration process. gxf out sot trump "we can not have people flowing into our country illegally, disappearing and not showig up for court." bridge: for the last several ys the president using twitter to get out his messgae.. but with camera s rolling TODAY-p&HE also made the case for going -p&AFTER china to reduce what he -p&SAID was a 500 billion dollar a -p&YEAR trade deficit. -p&SOT trump "we have a PROBLEM-p&WITH china they)ve created A-p&TRADE deficit and i blame our - the u-s military may be sending more troops to syria. this comes after president trump s comments last week that the u-s would leave syria soon. we)re going to be getting out of there real soon back to our country where we belong where we want to be that was part of the president s speech last thursday. the national security council will meet today to discuss the plan for battling isis in syria. the additional troops would focus on providing force protection for the forces already there. right now -- about two- thousand u-s troops are in the middle eastern country. last week -- two u-s service members were killed. the environmental protection agency is planning to revise car and truck emission standards. administrator scott pruit says the current standards set during the obama administration are unrealistic. this week marks the end of the mid-term evaluation process for green house gas emissions for cars produced from 20-22 through 20-25. pruit says the e-p-a will work with individual states on the new standards, including california, which has stricter requirements than other states. i m in the toyota first WARNING-p&WEATHER center-- skies ARE-p&SLOWLY clearing this afternoon and temperatures are warming thanks to a warm front moving from south to north through our area. we will reach the upper 60s and lower 70s for daytime highs. much more sunshine by this late afternoon and only a very slight chance for a pop up shower. overnight we will stay mild and dry with

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EPA Chief Echoes Car Makers on Plan to Scrap Fuel Standards | [View Clip](#)

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Wall Street Journal Online, The

...about his plan to scrap Obama administration fuel standards. WASHINGTON—Environmental Protection Agency Administrator Scott...

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EPA Chief Echoes Car Makers on Plan to Scrap Fuel Standards | [View Clip](#)

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Wall Street Journal Online, The

...about his plan to scrap Obama administration fuel standards. WASHINGTON—Environmental Protection Agency Administrator Scott...

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EPA Chief Echoes Car Makers on Plan to Scrap Fuel Standards | [View Clip](#)**04/03/2018*****Wall Street Journal Online, The***

...about his plan to scrap Obama administration fuel standards. WASHINGTON—Environmental Protection Agency Administrator Scott...

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EPA To Revise Emissions Standards for Cars, Light Trucks for 2022-2025 Models | [View Clip](#)**04/03/2018*****State Legislatures - Online***

The U.S. Environmental Protection Agency announced the completion of the midterm evaluation process for greenhouse gas emissions...

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ATTORNEY GENERAL KILMARTIN STATEMENT ON THE EPA ROLLBACK OF EMISSIONS STANDARDS FOR MOTOR VEHICLES**04/02/2018*****States News Service***

The following information was released by the office of the Rhode Island Attorney General:

Attorney General Peter F. Kilmartin issued the following statement on the news that the U.S. Environmental Protection Agency (EPA) rejected earlier greenhouse gas emissions standards for 2022 to 2025 model cars and light trucks.

In 2010, the EPA changed the Corporate Average Fuel Economy (CAFE) standards, requiring automakers to meet a minimum fuel standard of 54.5 miles per gallon for vehicles by 2025. According to the EPA, passenger vehicles in model years 2012 through 2025 that met those emissions standards would decrease the country's oil consumption by 12 billion barrels, and its greenhouse gas emissions by six billion metric tons over the vehicles' lifetimes.

"Each week, the EPA announces yet another assault on this country's efforts to improve the air we breathe and to protect our environment. Today's announcement, while not unexpected, is extremely disappointing and damaging to our environment and our innovation economy.

"This decision is short-sighted and pound-foolish as the global automotive market is shifting away from gas guzzlers and toward cleaner, more efficient cars and associated technology. When oil and gas prices rise, which they inevitably will, American automakers will be left flat-footed and in dire financial straits, expecting the government to yet again bail them out.

"The EPA has gone from one of the country's greatest regulatory watchdogs to nothing more than a shill for the country's polluters, this time being the auto industry. As the environmental advocate for the State of Rhode Island, I have continued to hold the EPA accountable for its recent attempts to dismantle sound and long-standing environmental regulations, and will continue to do so."

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EPA says Obama-era fuel guidelines were politically charged**04/02/2018*****United Press International***

While a trade group representing the U.S. auto industry said a review of fuel standards was the right move, critics said it would hurt the average consumer.

Environmental Protection Agency Administrator Scott Pruitt said Monday the government was working to set "more appropriate" greenhouse gas emission and fuel economy standards for the automotive industry, saying former President Barack Obama cut the review process short.

"Obama's EPA cut the midterm evaluation process short with politically charged expediency, made assumptions about the standards that didn't comport with reality, and set the standards too high," he said in a statement.

As part of his policy of undoing many of his predecessor's environmental moves, President Donald Trump last year called for a review of rules submitted by Obama mandating an increase in fuel economy for all domestic vehicles to an average of 54.5 miles per gallon by 2025. After Obama's orders were issued, the National Highway Traffic and Safety Administration said that, when fuel standards are raised, automakers move to create a more fuel-efficient line, save consumers money and cut back on emissions.

The transportation sector is the largest emitter of greenhouse gases. The average fuel economy during Obama's tenure was around 25 mpg. The average retail price of gas, meanwhile, is up about 15 percent from last year.

The Auto Alliance, an industry trade group, said the EPA's decision under Trump was the right move to make. As it stands, automakers are committed to improving fuel efficiency and transitioning to electric cars, which have a sticker price that could be off limits to some consumers.

"So, to ensure ongoing fuel economy improvement, the wisest course of action is to keep new vehicles affordable so more consumers can replace an older car with a new vehicle that uses much less fuel," the group stated.

Mary Barra, the head of General Motors, said last month her company is committed to zero emissions and an all-electric line.

"We have the ambition, the talent and the technology to create a world with zero crashes, zero emissions and zero congestion," she said in a statement.

Swedish automaker Volvo said last year it was marking an end to a vehicle line powered solely by the internal combustion engine. On the low-end, the International Energy Agency estimates the number of electric vehicles on the road will at least quadruple globally by 2020, but incentives are needed to drive sales because larger trucks and SUVs lead by volume.

U.S. Rep. Paul Tonko, D-N.Y., said Pruitt's call for a review of fuel and emissions standards could take the \$1,650 in savings over the life of a vehicle out of the pockets of American taxpayers. Instead of a clear path forward, the Trump administration was creating artificial headwinds without much in the way of an explanation.

"A few industry lobbyists may be celebrating in Administrator Pruitt's apartment, but with middle class wages flatlining and 17 of the last 18 years being the warmest on record, consumers and America's future generations will pay a steep price for this decision," he said.

Pruitt faced ethics questions over the rental of a condo owned by a lobbyist for the energy industry.

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ATTORNEY GENERAL KILMARTIN STATEMENT ON THE ENVIRONMENTAL PROTECTION AGENCY ROLLBACK OF EMISSIONS STANDARDS FOR MOTOR VEHICLES
04/02/2018***US Fed News***

PROVIDENCE, R.I., April 3 -- The Rhode Island Department of Environmental Management issued the following news release:

Attorney General Peter F. Kilmartin issued the following statement on the news that the U.S. Environmental Protection Agency (EPA) rejected earlier greenhouse gas emissions standards for 2022 to 2025 model cars and light trucks.

In 2010, the EPA changed the Corporate Average Fuel Economy (CAFE) standards, requiring automakers to meet a minimum fuel standard of 54.5 miles per gallon for vehicles by 2025. According to the EPA, passenger vehicles in model years 2012 through 2025 that met those emissions standards would decrease the country's oil consumption by 12 billion barrels, and its greenhouse gas emissions by six billion metric tons over the vehicles' lifetimes.

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Washington: Senator Markey Condemns EPA Moving to Roll Back Fuel Economy Emissions Standards

04/02/2018

US Official News

Washington: Office of the Senator Ed Markey has issued the following news release: Senator Edward J. Markey (D-Mass.), a member of the Environment and Public Works Committee and Chair of the Senate Climate Task Force, released the following statement after the Environmental Protection Agency (EPA) announced a revised so-called final determination that would relax standards requiring automakers to reduce emissions for model year 2022-2025 cars and light trucks. In January 2017, the Obama Administration EPA issued a final determination that these fuel economy emissions standards were feasible and achievable and should stay in place. The Obama administration's historic 54.5 mpg standard was partially enabled by the Energy Independence and Security Act of 2007, which included fuel economy standards co-authored by Senator Markey when he was in the House of Representatives.

"The Trump administration's decision to roll back our fuel economy standards is an attack on American consumers, our national security and dependence on foreign oil, the competitiveness of the U.S. auto industry and our planet," said Senator Markey. "These standards are technically feasible and economically achievable. Trying to slam the breaks on these standards isn't just unwarranted, it's unbelievable." "Slashing these standards would amount to turning the keys to our energy policy over to Big Oil and the auto industry. I will use every legislative tool available to me in the Senate to block the Trump administration's attempts to gut these standards that benefit consumers, our security and our planet." In December 2017, Senator Markey, Sheldon Whitehouse (D-R.I.), and Kamala Harris (D-Calif.) led a group of 24 Senators in calling on the EPA to not weaken light-duty vehicle emissions standards for model 2022-2025 and strenuously objecting to revisiting emissions standards for model year 2021, which were never supposed to be part of the EPA's midterm evaluation. These standards are projected to save nearly 2.5 million barrels of oil a day by 2030 – around as much oil as we currently import from OPEC countries every day-- save consumers over \$1 trillion and reduce global warming pollution by 6 billion metric tons. Since reaching an historic agreement with the Obama administration and state leaders, the auto industry has gone from the brink of economic disaster to record auto sales in 2015 and 2016, including adding 700,000 U.S. jobs.

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Washington: Committee Leaders Comment on EPA's Determination in Mid-Term Evaluation

04/02/2018

US Official News

Washington, DC: Energy & Commerce Committee United States House of Representatives has issued the following press release: Subcommittee on Energy Chairman Fred Upton (R-MI), Subcommittee on Environment Chairman John Shimkus (R-

IL), and Subcommittee on Digital Commerce and Consumer Protection Chairman Bob Latta (R-OH), today issued the following statement after the Environmental Protection Agency (EPA) announced a new final determination as part of the Mid-Term Evaluation process for model year 2022-2025 vehicle standards.

"While today's announcement is far from a final rulemaking and actual changes to the standards, EPA's determination reflects current realities and better mirrors what the car-buying public wants," said Upton, Shimkus, and Latta. "If automakers cannot produce the cars people want to buy at prices they can afford, that will quickly have an adverse impact on the auto industry, its workers, and even the environment as older, less-efficient cars will remain on our roadways. That is why we need reasonable and achievable improvements in fuel economy, and this determination is a step in the right direction." Background: Under the Mid-Term Evaluation schedule, NHTSA and EPA were to jointly issue their respective determinations on the model year 2022-2025 standards by April of 2018. However, the Obama EPA abandoned this commitment and issued their own final determination seven days before President Trump was sworn into office. In March of 2017, Trump's EPA announced they would revisit the previous administration's determination and make its own determination by April 2018.

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Washington: Pallone Slams Trump Administration's Decision to Weaken Fuel Efficiency Standards

04/02/2018

US Official News

Washington, DC: Energy & Commerce Committee United States House of Representatives has issued the following press release: Energy and Commerce Ranking Member Frank Pallone, Jr. (D-NJ) released the following statement today after Environmental Protection Agency (EPA) Administrator Scott Pruitt announced that he would reject the current greenhouse gas emissions standards for cars and light trucks for model years 2022-2025:

"Today's announcement by the Trump Administration to roll back efficiency standards for passenger vehicles won't sell more vehicles but it will result in higher fuel costs and more pollution. This action will hurt U.S. competitiveness in the global market, punish innovative companies that are working to comply with higher standards, and lead to needless court battles. It also follows another shortsighted Trump Administration proposal that rejects modest penalty increases for fuel economy

violations. "U.S. manufacturers can meet or exceed the standards the Obama Administration negotiated with the auto industry, state regulators, auto workers, and the environmental community. This rollback is nothing but a gift to the fossil fuel industry and continues our dependence on oil."

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New York: A.G. Schneiderman Statement On Trump Administration Rollback Of National Auto Fuel Economy And Pollution Standards

04/02/2018

US Official News

Albany: Office of the Attorney General, New York state has issued the following news release: New York Attorney General Eric T. Schneiderman released the following statement on the Trump Administration's announcement today that it will roll back national fuel economy and pollution standards for automobiles:

"By cooking the books on its review of national auto emissions standards, the Trump Administration is putting special interests ahead of New Yorkers' health and wallets. "This illegal rollback of achievable, common sense fuel efficiency and pollution standards for cars will result in higher fuel costs and more dangerous air pollution, including the carbon dioxide that drives climate change – creating real, direct, and damaging impacts on New Yorkers and our environment. "We stand ready to take legal action to block the Trump administration's reckless and illegal efforts to reverse these critical standards and the gains we've made in ensuring cars are more fuel-efficient and less polluting." Background In 2012, EPA and the National Highway Safety and Transportation Administration jointly adopted national greenhouse gas emissions/fuel economy standards for cars to be sold in 2017-2025. Because of the standards' long time horizon, EPA agreed to perform a midterm evaluation for the standards for 2022-2025 to confirm that the standards remain achievable. Based on an exhaustive record that included state-of-the-art research, input from stakeholders, and published literature and studies, EPA concluded in January 2017 that the 2022-25 standards are feasible at reasonable cost, will achieve significant carbon dioxide emissions reductions, and will provide significant economic and environmental benefits to consumers. But today, EPA Administrator Scott Pruitt announced that EPA will revise the standards. Attorney General Schneiderman has been a leader in forcing the federal government to follow its duty under the federal Clean Air Act to ensure the adoption and implementation of national standards that make cars more fuel-efficient and less polluting. In response to Administrator Pruitt's May 2017 letter to California Governor Jerry Brown contending that the midterm evaluation process was legally flawed, Attorney General Schneiderman led a coalition of Attorneys General who vowed to pursue legal action if necessary. Likewise, during EPA's rulemaking process to reconsider the midterm evaluation, Attorney General Schneiderman led a similar group in submitting a comment demonstrating that the administrative record supports strengthening, not weakening, the standards. In case of any query regarding this article or other content needs please contact: editorial@plusmediasolutions.com

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Gov. Malloy and Commissioner Klee Blast Trump Administration Decision to Weaken Tailpipe Emissions and Fuel Efficiency Standards

04/02/2018

US Official News

Indianapolis: The Office of Governor Dannel P. Malloy has issued the following press release: Governor Dannel P. Malloy and Department of Energy and Environmental Protection (DEEP) Commissioner Rob Klee are criticizing a decision announced today by the U.S. Environmental Protection Agency to roll-back greenhouse gas and fuel economy standards for automobiles.

"As we have seen too often from the Trump administration, the EPA's announcement today again abdicates its leadership role on climate, energy and the environment," Governor Malloy said. "States have long led the way on many important issues, including climate change. President Trump is once again putting the interests of big business ahead of the health and economic interests of the American people. This shortsighted decision will lead to decreasing fuel efficiency, which means more frequent stops at the gas station and higher gas bills for Connecticut drivers. We will continue to work with California and other like-minded states to safeguard the protections provided by the federal Clean Air Act and the Advanced Clean Car program." "Human-induced climate change is the most significant environmental issue we face today, and taking action now to mitigate the most damaging impacts of climate change offers one of the greatest opportunities for reshaping, reenergizing, and transforming our economy to create the green jobs and green industries of the future," Commissioner Klee said. "While this administration may actively try to prevent states from exerting their sovereign rights to fill the void created by federal inaction, we will continue to do our part as a national leader to reduce carbon emissions that contribute to climate

change, and look forward to a time when our federal government again allows science and not the demands of the auto industry to drive the important goals and objectives of the advanced clean cars program.” California is allowed to set their own motor vehicle tailpipe standards in recognition of their unique air quality challenges and of their early efforts that predated the federal Clean Air Act. Connecticut and 11 other states are authorized to adopt California's standards under section 177 of the federal Clean Air Act provided U.S. EPA first issues a waiver to California under section 209 of the federal Clean Air Act indicating California's standards are at least as stringent as federal standards. The standards at issue are part of a broader agreement made in 2012 among the State of California, U.S. EPA, U.S. DOT/NHSTA and the major auto manufacturers. Under this agreement, California and the federal government agreed to harmonize state and federal tailpipe emission standards for greenhouse gases with federal fuel efficiency standards. The State of California agreed to find vehicles certified as meeting the federal tailpipe standards as being deemed in compliance with the California standards (also adopted by 12 other states, and when combined represent 35% of the national light duty vehicle market). The agreement included a mid-term evaluation during which California assessed three elements of the clean cars program: the zero-emission vehicle (ZEV) regulation, the one milligram per mile (mg/mi) particulate matter (PM) standard, and the light-duty vehicle greenhouse gas standards for 2022 and later model years. U.S. EPA agreed to conduct a similar review of the standards for model year 2022-25. California's technical staff worked with U.S. EPA and NHTSA to review the federal light-duty greenhouse gas standards for 2022 through 2025 model years. This review included collaborating on a second joint Technical Assessment Report (TAR) to re-assess the technical assumptions and analysis used to develop the greenhouse gas standards. The Draft (Joint) TAR was published for public comment in July 2016. After reviewing public comments, U.S. EPA updated their analysis and published for public comment in November 2016 a Proposed Determination that the 2022 through 2025 federal standards remain as adopted. Subsequent to a review of public comment, U.S. EPA concluded their midterm evaluation and published a Final Determination in January 2017 that affirmed the existing federal greenhouse gas standards would remain as adopted. In March 2017, EPA rescinded the Final Determination, and announced that a “new” Final Determination would be published by April 1, 2018. In case of any query regarding this article or other content needs please contact: editorial@plusmediasolutions.com

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Attorney General Kilmartin Statement on the EPA Rollback of Emissions Standards for Motor Vehicles

04/02/2018

US Official News

Providence: Department of Plantations, The state of Rhode Island has issued the following news release: Attorney General Peter F. Kilmartin issued the following statement on the news that the U.S. Environmental Protection Agency (EPA) rejected earlier greenhouse gas emissions standards for 2022 to 2025 model cars and light trucks.

In 2010, the EPA changed the Corporate Average Fuel Economy (CAFE) standards, requiring automakers to meet a minimum fuel standard of 54.5 miles per gallon for vehicles by 2025. According to the EPA, passenger vehicles in model years 2012 through 2025 that met those emissions standards would decrease the country's oil consumption by 12 billion barrels, and its greenhouse gas emissions by six billion metric tons over the vehicles' lifetimes. "Each week, the EPA announces yet another assault on this country's efforts to improve the air we breathe and to protect our environment. Today's announcement, while not unexpected, is extremely disappointing and damaging to our environment and our innovation economy. "This decision is short-sighted and pound-foolish as the global automotive market is shifting away from gas guzzlers and toward cleaner, more efficient cars and associated technology. When oil and gas prices rise, which they inevitably will, American automakers will be left flat-footed and in dire financial straits, expecting the government to yet again bail them out. "The EPA has gone from one of the country's greatest regulatory watchdogs to nothing more than a shill for the country's polluters, this time being the auto industry. As the environmental advocate for the State of Rhode Island, I have continued to hold the EPA accountable for its recent attempts to dismantle sound and long-standing environmental regulations, and will continue to do so." In case of any query regarding this article or other content needs please contact: editorial@plusmediasolutions.com

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FULL TEXTFacebook CEO defends ad-supported business model The CEO of Facebook is defending its advertising-supported business model. Mark Zuckerberg's defense comes after Apple CEO Tim Cook said his company wouldn't be in Facebook's situation because

04/02/2018

Chico Enterprise-Record

FULL TEXTFacebook CEO defends ad-supported business model

The CEO of Facebook is defending its advertising-supported business model.

Mark Zuckerberg's defense comes after Apple CEO Tim Cook said his company wouldn't be in Facebook's situation because Apple doesn't sell ads based on customer data the way Facebook does. Zuckerberg responded Monday that an advertising-supported business model is the only way that the service can survive because not everyone would be able to pay for Facebook if it charged a fee.

He says the idea that Facebook doesn't care about its customers is "extremely glib."

Facebook is facing scrutiny over its data collection following allegations that political consulting firm Cambridge Analytica obtained data on tens of millions of Facebook users to try to influence elections.

FirstEnergy unit files for Chapter 11

A subsidiary that runs FirstEnergy Corp.'s nuclear and coal-fired power plants has filed for bankruptcy protection after the utility said earlier that it planned to close its three nuclear plants in Ohio and Pennsylvania.

The move announced by FirstEnergy Solutions late Saturday signals the parent company's plan to get out of the power producing business and concentrate on supplying electricity.

The subsidiary, which has been saddled by mounting debt, said in a statement that it's seeking bankruptcy protection to "facilitate an orderly financial restructuring" and believes the filing is in the best interests of the company and creditors.

The filing for bankruptcy protection includes FirstEnergy Solutions, along with all FES subsidiaries and FirstEnergy Nuclear Operating Co., according to the statement.

FirstEnergy Corp., parent of FirstEnergy Solutions and the FirstEnergy Nuclear Operating Co., is not part of the filing.

Donald R. Schneider, president of FirstEnergy Solutions, said the boards of directors for FirstEnergy Solutions and FirstEnergy Nuclear Operating Co. determined that the Chapter 11 filing represents "our best path forward as we continue to pursue opportunities for restructuring, asset sales and legislative and regulatory relief."

FirstEnergy Solutions and its subsidiaries collectively have more than \$550 million in cash, which they believe is "sufficient to continue normal operations and meet post-petition obligations to employees, suppliers and customers as they come due," according to the statement.

The company's aging and costly fleet of coal and nuclear plants has been unable to compete in recent years with the growing number of natural gas power plants in the East and Midwest.

FirstEnergy first warned that it could be forced to close its power plants in Ohio four years ago when it sought to change how it is paid for electricity.

It also has been unable to get financial help from federal and state leaders to keep its nuclear plants operating.

The utility said on March 28 that it intended to shut down its three nuclear plants within the next three years.

Akron-based FirstEnergy supplies electricity to about 6 million customers in Ohio, Pennsylvania, New Jersey, West Virginia, Maryland and New York.

EPA moves to cut auto mileage rules

The Trump administration announced that that fuel-efficiency regulations for cars and light trucks are too stringent and must be revised, formally beginning a process sought by the U.S. auto industry to roll back anti-pollution targets.

The EPA also said it was considering whether to revoke the waiver that allows California to set its own emissions requirements that exceed the federal standards.

The greenhouse gas emission standards that were a signature element of President Barack Obama's climate-change policy are too aggressive, U.S. Environmental Protection Agency chief Scott Pruitt said in a statement Monday outlining the decision.

"The Obama EPA's determination was wrong," Pruitt said in a news release. "Obama's EPA cut the midterm evaluation process short with politically charged expediency, made assumptions about the standards that didn't comport with reality and set the standards too high."

Pruitt's so-called final determination, announced by the agency on Monday, is a step needed to dial back the Obama-era rules, which aimed to slash carbon emissions from cars and light trucks by boosting fuel economy to a fleet average of more than 50 miles per gallon by 2025.

That standard is equivalent to roughly 36 mpg in real-world driving.

In the statement, Pruitt said the agency would begin drafting fresh auto standards for 2022-2025 alongside the National Highway Traffic Safety Administration.

The widely anticipated action drew criticism from consumer and environmental groups ahead of its release. It dovetails with other steps to unwind actions aimed at combating climate change, such as President Donald Trump's withdrawal from the Paris climate accord and the EPA's repeal of a rule slashing carbon emissions from power plants.

The EPA's announcement echoed criticisms expressed by automakers, saying the Obama administration short-circuited the process and rushed out the final determination just days before leaving office.

The decision also puts the Trump administration's tenuous relationship with California officials on an even rockier path.

The state has its own car and truck efficiency standards aligned with the Obama-era targets, made through an agreement reached in 2011 with the support of nearly all major automakers.

"The California waiver is still being reexamined by EPA under Administrator Pruitt's leadership," the agency said. California has been writing its own clean-air rules since 1970, as part of the state's bid to crack down on smog.

Bitcoin researchers see overvaluation

Given Bitcoin's meteoric rise in 2017, and persistent slump this year, it's easy to wonder just how much the digital currency is really worth.

Researchers at ETH Zurich say they may have found an answer: Bitcoin's value is based on the network of people who use it. And they suspect that the currency is overvalued.

Drawing on a modified version of a model that assigns networks a value proportional to the square of the number of active users, and an equation that can capture how speculative bubbles evolve and grow, researchers at the Swiss university were able to observe how the cryptocurrency's value rises with participation.

Additionally, by pulling from past data, the researchers say they can now better track and spot potential future crashes. On at least four occasions - one each in 2011, 2012 and 2013 plus the most recent at the end of 2017 - the model had determined a fundamental value was heavily exceeded by bubbles that grew and burst.

Their analysis "indicates current support levels for the Bitcoin market in the range of \$22-\$44 billion, at least four times less than the current level," the researchers said, according to a March 29 MIT Technology Review article.

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US regulator: Auto emissions standards set too high under Obama

04/01/2018

dpa international (Englischer Dienst)

The US Environmental Protection Agency (EPA) said Monday emission standards for cars and light trucks put in place under the Obama administration should be revised.

The decision is a win for carmakers and a loss for environmentalists who argue that rolling back the standards will exacerbate climate change.

The EPA called for the change after a review process in which it determined that current rules requiring carmakers to reach an average fuel efficiency of 54-miles-per gallon across their fleets by model year 2025 "are not appropriate." That's up from a fleet average of about 36 miles per gallon last year.

"The Obama Administration's determination was wrong," EPA Administrator Scott Pruitt said in a news release announcing the completion of what the EPA said was a lengthy evaluation process for greenhouse gas emissions standards for cars and light trucks for model years 2022-25.

Pruitt also said the EPA under Obama cut short the evaluation process "with politically charged expediency" and rushed out their final determination" days before president Barack Obama left office.

He said the EPA under Obama made assumptions about the emission standards that "didn't comport with reality."

The EPA sets national standards for vehicle tailpipe emissions of certain pollutants under the Clean Air Act. California can impose stricter standards under a waiver, which the EPA is still re-examining, the news release said.

The EPA and the National Highway Traffic Safety Administration (NHTSA) will start a new process to set more appropriate emissions standards and Corporate Average Fuel Economy (CAFE) standards, Pruitt said.

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Message

From: Wilcox, Jahan [wilcox.jahan@epa.gov]
Sent: 4/3/2018 9:50:13 PM
To: Rateike, Bradley A. EOP/WHO [Ex. 6 - Personal Privacy] Schlapp, Mercedes V. EOP/WHO [Ex. 6 - Personal Privacy]
CC: Love, Kelly A. EOP/WHO [Ex. 6 - Personal Privacy]; Shah, Raj S. EOP/WHO [Ex. 6 - Personal Privacy]; Gidley, Hogan H. EOP/WHO [Ex. 6 - Personal Privacy]; Bowman, Liz [Bowman.Liz@epa.gov]; Ferguson, Lincoln [ferguson.lincoln@epa.gov]; Abboud, Michael [abboud.michael@epa.gov]
Subject: RE: Tuesday, April 3, 2018

Mercy I just tried to call you. What is the best number to reach you at?

From: Rateike, Bradley A. EOP/WHO [Ex. 6 - Personal Privacy]
Sent: Tuesday, April 3, 2018 5:35 PM
To: Schlapp, Mercedes V. EOP/WHO [Ex. 6 - Personal Privacy]
Cc: Love, Kelly A. EOP/WHO [Ex. 6 - Personal Privacy]; Wilcox, Jahan <wilcox.jahan@epa.gov>; Shah, Raj S. EOP/WHO [Ex. 6 - Personal Privacy]; Gidley, Hogan H. EOP/WHO [Ex. 6 - Personal Privacy]; Bowman, Liz <Bowman.Liz@epa.gov>; Ferguson, Lincoln <ferguson.lincoln@epa.gov>; Abboud, Michael <abboud.michael@epa.gov>
Subject: RE: Tuesday, April 3, 2018

From: Schlapp, Mercedes V. EOP/WHO
Sent: Monday, April 2, 2018 8:17 PM
To: Rateike, Bradley A. EOP/WHO [Ex. 6 - Personal Privacy]
Cc: Love, Kelly A. EOP/WHO [Ex. 6 - Personal Privacy]; Wilcox, Jahan <wilcox.jahan@epa.gov>; Shah, Raj S. EOP/WHO [Ex. 6 - Personal Privacy]; Gidley, Hogan H. EOP/WHO [Ex. 6 - Personal Privacy]; Bowman, Liz <Bowman.Liz@epa.gov>; Ferguson, Lincoln <ferguson.lincoln@epa.gov>; Abboud, Michael <abboud.michael@epa.gov>
Subject: Re: Tuesday, April 3, 2018

Sent from my iPhone

On Apr 2, 2018, at 6:36 PM, Rateike, Bradley A. EOP/WHO [Ex. 6 - Personal Privacy] wrote:

Has the speech gone through Staff Sec?

Brad Rateike
 White House Communications
 202.881.8645

On Apr 2, 2018, at 6:34 PM, Love, Kelly A. EOP/WHO [Ex. 6 - Personal Privacy] wrote:

+ Mercy

Could you please send the list of proposed interviews for this week?

Sent from my iPhone

On Apr 2, 2018, at 6:30 PM, Wilcox, Jahan <wilcox.jahan@epa.gov> wrote:

Tomorrow we are doing an event surrounding MTE. Some outlets are trying to claim this is a pool event – that is not accurate. This event is NOT pooled but there will be a live stream.

Below are the outlets that are invited:

Bloomberg: Jennifer Dlouhy
Wall Street Journal: Tim Puko
Detroit News: Keith Laing
USA Today: TBD
The Daily Signal: Fred Lucas
CBS News: Jackie Alemany
Gray-TV: TBD
Fox News: TBD
###

Jahan Wilcox
EPA
Strategic Communications Advisor
Work Cell: 202.309.0934
Work Email: wilcox.jahan@epa.gov

Message

From: Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]
Sent: 3/28/2018 11:21:10 PM
To: Bowman, Liz [Bowman.Liz@epa.gov]
Subject: DRAFT MTE Comms
Attachments: MTE Draft comms.docx

Attached is the going draft. I've sent to our OAR comms team and noted the sensitivity of the import policy related provisions that are highlighted. Give me a call if you need anything.

Mandy M. Gunasekara
Principal Deputy Assistant Administrator
Office of Air and Radiation
US Environmental Protection Agency

Message

From: Myron Ebell [Myron.Ebell@cei.org]
Sent: 4/3/2018 6:53:17 PM
To: Myron Ebell [Myron.Ebell@cei.org]
Subject: Cooler Heads Coalition alert on EPA's CAFE mid-term review and notice of our next meeting--Monday, 9th April

Reminder: the Cooler Heads Coalition will hold its next monthly strategy meeting on Monday, 9th April, beginning at 12 noon at CEI, 1310 L Street, N. W., Seventh Floor. Please e-mail or ring me at 331-2256 with questions or agenda items. Rupert Darwall from London will be our special guest.

CAFÉ Mid-Term Review

The EPA on Monday announced the results of its mid-term review of the 2021-25 CAFÉ standards. Here is the press release: <https://www.epa.gov/newsreleases/epa-administrator-pruitt-ghg-emissions-standards-cars-and-light-trucks-should-be>. Here is the document: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/midterm-evaluation-light-duty-vehicle-greenhouse-gas>.

Clearly, this is a big step in the right direction. Pasted below are some resources that might be useful in talking or writing about it.

Here are links to two joint letters on CAFÉ, the first organized by Tom Pyle at the American Energy Alliance and the second by Steve Pociask at the American Consumer Institute:
https://gallery.mailchimp.com/7cbc7dd79831a84c870f9842e/files/eecdabd1d-cdb2-4b6e-a19a-165ba71df113/CAFE_Coalition_letter.pdf
<http://www.theamericanconsumer.org/wp-content/uploads/2018/03/ACI-Coalition-Letter-Final.pdf>

Here is my colleague Marlo Lewis's op-ed in the San Francisco Chronicle:
<https://www.sfchronicle.com/opinion/openforum/article/Opinion-Cutting-tailpipe-emission-not-that-12799988.php>. Here is CEI's press release: <https://cei.org/content/cei-commends-epa-reviewing-cafe-rules>.

Here are EPA's talking points:

- In 2012, EPA and the National Highway Traffic Safety Administration (NHTSA) set greenhouse gas (GHG) and Corporate Average Fuel Economy (CAFE) standards for light-duty vehicles starting in Model Year (MY) 2017 - 2025.
- As part of the 2012 rulemaking, EPA made a regulatory commitment to conduct a Midterm Evaluation of the standards for MY 2022-2025 no later than April 1, 2018. This Evaluation would determine whether the standards remain appropriate or should be made more or less stringent.

- In November 2016, the Obama Administration cut short the Midterm Evaluation process and rushed out a Final Determination days before leaving office, on January 12, 2017. Since then, the auto industry and other stakeholders sought a reinstatement of the original Midterm Evaluation timeline, so that the Agency could review the latest information.
- On March 15, 2017, President Trump alongside EPA Administrator Pruitt and U.S. Department of Transportation Secretary Chao announced a reestablishment of the Midterm Evaluation process.
- In August 2017, EPA and NHTSA formally reopened the regulatory docket initiating a 45-day comment period asking for additional information and data relevant to assessing whether the GHG emissions standards remain appropriate, including information on: consumer behavior, feedback on modeling approaches, costs and assessing advanced fuels technologies.
- EPA held a public hearing in Washington, DC, on September 6, 2017. By the end of the comment period, EPA received over 290,000 comments.
- **Based on EPA's review and analysis of the comments and information received, and the Agency's own analysis, the Administrator believes that the current GHG emission standards for MY 2022-2025 light-duty vehicles are not appropriate and should be revised.**
 - Future changes to the standards will ensure that auto-manufacturers can make cars that consumers both want and can afford. They will also treat all advanced vehicle technologies the same, including the potential of natural gas vehicles and the role of high-octane fuels.
 - EPA will continue its close partnership with NHTSA to ensure there is adequate consideration of any potential impacts on automobile safety.

Myron Ebell
 Director, Center for Energy and Environment
 Competitive Enterprise Institute
 1310 L Street, N. W., Seventh Floor
 Washington, DC 20005, USA
 Tel direct: (202) 331-2256
 Tel mobile: (202) 320-6685
 E-mail: Myron.Ebell@cei.org
Stop continental drift!

Message

From: Orquina, Jessica [Orquina.Jessica@epa.gov]
Sent: 4/3/2018 5:31:06 PM
To: Konkus, John [konkus.john@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]
CC: Grantham, Nancy [Grantham.Nancy@epa.gov]; Valentine, Julia [Valentine.Julia@epa.gov]
Subject: RE: REVIEW: Social media to follow on

You're welcome!

Jess

Jessica Ann Orquina, Director
Office of Web Communications
U.S. Environmental Protection Agency
Email: orquina.jessica@epa.gov
Office: 202-564-0446
Mobile: 202-322-8369

From: Konkus, John
Sent: Tuesday, April 03, 2018 1:28 PM
To: Orquina, Jessica <Orquina.Jessica@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>
Cc: Grantham, Nancy <Grantham.Nancy@epa.gov>; Valentine, Julia <Valentine.Julia@epa.gov>
Subject: RE: REVIEW: Social media to follow on

Thank you Jess and team!

From: Orquina, Jessica
Sent: Tuesday, April 3, 2018 1:25 PM
To: Konkus, John <konkus.john@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>
Cc: Grantham, Nancy <Grantham.Nancy@epa.gov>; Valentine, Julia <Valentine.Julia@epa.gov>
Subject: RE: REVIEW: Social media to follow on

Hi John,

We'll make this happen per our discussion.

Jess

Jessica Ann Orquina, Director
Office of Web Communications
U.S. Environmental Protection Agency
Email: orquina.jessica@epa.gov
Office: 202-564-0446
Mobile: 202-322-8369

From: Konkus, John
Sent: Tuesday, April 03, 2018 1:23 PM
To: Orquina, Jessica <Orquina.Jessica@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>
Cc: Grantham, Nancy <Grantham.Nancy@epa.gov>; Valentine, Julia <Valentine.Julia@epa.gov>

Subject: RE: REVIEW: Social media to follow on

Importance: High

1) Can we make this the main video on the homepage?

2) Can we post this video on all social media formats?

Link to video: <https://youtu.be/5wu1b0WCIR8>

From: Orquina, Jessica

Sent: Tuesday, April 3, 2018 11:35 AM

To: Konkus, John <konkus.john@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>

Cc: Grantham, Nancy <Grantham.Nancy@epa.gov>; Valentine, Julia <Valentine.Julia@epa.gov>

Subject: REVIEW: Social media to follow on

Hello, here are some social media messages we can post today and tomorrow to support today's event.

Please let us know if you have any edits or concerns.

Thanks! Jess

TWITTER

Ex. 5 Deliberative Process (DP)

Ex. 5 Deliberative Process (DP)

FACEBOOK & INSTAGRAM

Ex. 5 Deliberative Process (DP)

Jessica Ann Orquina, Director
Office of Web Communications
U.S. Environmental Protection Agency
Email: orquina.jessica@epa.gov
Office: 202-564-0446
Mobile: 202-322-8369

Message

From: Krisher, Tom [tkrisher@ap.org]
Sent: 3/28/2018 5:20:02 PM
To: Bowman, Liz [Bowman.Liz@epa.gov]
Subject: RE: Fuel economy

Sorry, forgive my ignorance but I don't know what MTE stands for?

From: Bowman, Liz <Bowman.Liz@epa.gov>
Sent: Wednesday, March 28, 2018 1:17 PM
To: Krisher, Tom <tkrisher@ap.org>
Subject: Re: Fuel economy

That's MTE

On Mar 28, 2018, at 12:05 PM, Krisher, Tom <tkrisher@ap.org> wrote:

I thought you folks were involved in the review of the Obama administration EPA decision?

From: Bowman, Liz <Bowman.Liz@epa.gov>
Sent: Wednesday, March 28, 2018 12:04 PM
To: Krisher, Tom <tkrisher@ap.org>
Cc: Press <Press@epa.gov>
Subject: Re: Fuel economy

CAFE announcements come from NHTSA

On Mar 28, 2018, at 11:49 AM, Krisher, Tom <tkrisher@ap.org> wrote:

Hello,
It looks like Julia is out of the office until next week. Would someone be able to tell me off the record and for planning purposes only what the timing is for the CAFE announcement?
Thanks,
Tom

Sent: Wednesday, March 28, 2018 11:46 AM
To: Krisher, Tom <tkrisher@ap.org>
Subject: Automatic reply: Fuel economy

I am out of the office, retuning on Monday, April 2. If you need help with a press inquiry, please re-send your email to press@epa.gov. Thanks, Julia P. Valentine, Office of Public Affairs, US EPA

The information contained in this communication is intended for the use of the designated recipients named above. If the reader of this communication is not the intended recipient, you are hereby notified that you have received this communication in error, and that any review, dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify The Associated Press immediately by telephone at +1-212-621-1500 and delete this email. Thank you.

The information contained in this communication is intended for the use of the designated recipients named above. If the reader of this communication is not the intended recipient, you are hereby notified that you have received this communication in error, and that any review, dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify The Associated Press immediately by telephone at +1-212-621-1500 and delete this email. Thank you.

The information contained in this communication is intended for the use of the designated recipients named above. If the reader of this communication is not the intended recipient, you are hereby notified that you have received this communication in error, and that any review, dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify The Associated Press immediately by telephone at +1-212-621-1500 and delete this email. Thank you.

Message

From: McInerney, Marianne (OST) [marianne.mcinerney@dot.gov]
Sent: 3/26/2018 9:35:47 PM
To: Bowman, Liz [Bowman.Liz@epa.gov]; Sweeney, Megan (OST) [megan.sweeney@dot.gov]; Grantham, Nancy [Grantham.Nancy@epa.gov]
Subject: RE: US DOT CAFE Civil Penalties Materials

I believe MTE will be mid April

From: Bowman, Liz [mailto:Bowman.Liz@epa.gov]
Sent: Monday, March 26, 2018 5:34 PM
To: Sweeney, Megan (OST) <megan.sweeney@dot.gov>; Grantham, Nancy <Grantham.Nancy@epa.gov>
Cc: McInerney, Marianne (OST) <marianne.mcinerney@dot.gov>
Subject: RE: US DOT CAFE Civil Penalties Materials

Thanks; we aren't expecting it that soon

From: Sweeney, Megan (OST) [mailto:megan.sweeney@dot.gov]
Sent: Monday, March 26, 2018 5:33 PM
To: Bowman, Liz <Bowman.Liz@epa.gov>; Grantham, Nancy <Grantham.Nancy@epa.gov>
Cc: McInerney, Marianne (OST) <marianne.mcinerney@dot.gov>
Subject: RE: US DOT CAFE Civil Penalties Materials

Thanks -- we are waiting until the White House signs off on the civil penalties NPRM, which sounds like it could come today or tomorrow. I haven't heard of a hard timetable for the mid-term evaluation yet.

From: Bowman, Liz [mailto:Bowman.Liz@epa.gov]
Sent: Monday, March 26, 2018 5:22 PM
To: Sweeney, Megan (OST); Grantham, Nancy
Cc: McInerney, Marianne (OST)
Subject: RE: US DOT CAFE Civil Penalties Materials

Thanks, Megan...So, you all are putting this out soon (what day?).

Ex. 5 - Deliberative Process

Ex. 5 - Deliberative Process

Let me check around here and see if we have a statement prepared that we can share.

From: Sweeney, Megan (OST) [mailto:megan.sweeney@dot.gov]
Sent: Monday, March 26, 2018 3:14 PM
To: Bowman, Liz <Bowman.Liz@epa.gov>; Grantham, Nancy <Grantham.Nancy@epa.gov>
Cc: McInerney, Marianne (OST) <marianne.mcinerney@dot.gov>
Subject: US DOT CAFE Civil Penalties Materials

Good afternoon,

With the CAFE Civil Penalty NPRM nearly ready for the Register, attached is our draft press release and questions and answers. We are planning to put the release on the NHTSA website. Please let me know if you have any questions (202) 897-8903.

Thank you,
Megan

Megan Sweeney
U.S. Department of Transportation
Office of the Secretary
Office of Public Affairs
Phone: (202) 897-8903

Message

From: Jackson, Ryan [jackson.ryan@epa.gov]
Sent: 4/5/2018 11:02:15 PM
To: Lyons, Troy [lyons.troy@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]; Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]; Beck, Nancy [Beck.Nancy@epa.gov]; Brown, Byron [brown.byron@epa.gov]; Baptist, Erik [Baptist.Erik@epa.gov]; Yamada, Richard (Yujiro) [yamada.richard@epa.gov]; Kelly, Albert [kelly.albert@epa.gov]; Traylor, Patrick [traylor.patrick@epa.gov]; Greaves, Holly [greaves.holly@epa.gov]; Bennett, Tate [Bennett.Tate@epa.gov]; Forsgren, Lee [Forsgren.Lee@epa.gov]; Greenwalt, Sarah [greenwalt.sarah@epa.gov]; Bolen, Brittany [bolen.brittany@epa.gov]; Gordon, Stephen [gordon.stephen@epa.gov]; Cook, Steven [cook.steven@epa.gov]; Darwin, Veronica [darwin.veronica@epa.gov]; Chancellor, Erin [chancellor.erin@epa.gov]; Woods, Clint [woods.clint@epa.gov]; Darwin, Henry [darwin.henry@epa.gov]; Hanson, Paige (Catherine) [hanson.catherine@epa.gov]; Ford, Hayley [ford.hayley@epa.gov]; Wilcox, Jahan [wilcox.jahan@epa.gov]; Konkus, John [konkus.john@epa.gov]; Beach, Christopher [beach.christopher@epa.gov]
Subject: follow up from today's meeting
Attachments: 2018 2nd QTR Travel - Draft as 040518.docx

Please ensure the timing of the upcoming events are correct and begin working with OPA and OPEEE on planning.

Thanks.

Ryan Jackson
Chief of Staff
U.S. Environmental Protection Agency
(202) 564-6999

Message

From: Jackson, Ryan [jackson.ryan@epa.gov]
Sent: 3/12/2018 7:09:11 PM
To: Dravis, Samantha [dravis.samantha@epa.gov]; Lyons, Troy [lyons.troy@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]; Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]; Beck, Nancy [Beck.Nancy@epa.gov]; Brown, Byron [brown.byron@epa.gov]; Baptist, Erik [Baptist.Erik@epa.gov]; Yamada, Richard (Yujiro) [yamada.richard@epa.gov]; Kelly, Albert [kelly.albert@epa.gov]; Traylor, Patrick [traylor.patrick@epa.gov]; Greaves, Holly [greaves.holly@epa.gov]; Bennett, Tate [Bennett.Tate@epa.gov]; Forsgren, Lee [Forsgren.Lee@epa.gov]; Greenwalt, Sarah [greenwalt.sarah@epa.gov]; Bolen, Brittany [bolen.brittany@epa.gov]; Gordon, Stephen [gordon.stephen@epa.gov]; Cook, Steven [cook.steven@epa.gov]; Darwin, Veronica [darwin.veronica@epa.gov]; Chancellor, Erin [chancellor.erin@epa.gov]
CC: Dickerson, Aaron [dickerson.aaron@epa.gov]; Darwin, Henry [darwin.henry@epa.gov]; Ford, Hayley [ford.hayley@epa.gov]
Subject: RE: deputies meeting
Attachments: 2018 1st QTR Travel - Draft.docx

In finalized form. Thanks.

From: Jackson, Ryan
Sent: Monday, March 12, 2018 8:26 AM
To: Dravis, Samantha <dravis.samantha@epa.gov>; Lyons, Troy <lyons.troy@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>; Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>; Beck, Nancy <beck.nancy@epa.gov>; Brown, Byron <brown.byron@epa.gov>; Baptist, Erik <baptist.erik@epa.gov>; Yamada, Richard (Yujiro) <yamada.richard@epa.gov>; Kelly, Albert <kelly.albert@epa.gov>; Traylor, Patrick <traylor.patrick@epa.gov>; Greaves, Holly <greaves.holly@epa.gov>; Bennett, Tate <Bennett.Tate@epa.gov>; Forsgren, Lee <Forsgren.Lee@epa.gov>; Greenwalt, Sarah <greenwalt.sarah@epa.gov>; Bolen, Brittany <bolen.brittany@epa.gov>; Gordon, Stephen <gordon.stephen@epa.gov>; Cook, Steven <cook.steven@epa.gov>; Darwin, Veronica <darwin.veronica@epa.gov>; Chancellor, Erin <chancellor.erin@epa.gov>
Cc: Dickerson, Aaron <dickerson.aaron@epa.gov>; Darwin, Henry <darwin.henry@epa.gov>; Ford, Hayley <ford.hayley@epa.gov>
Subject: deputies meeting

This Friday we'll continue with the deputies meetings. Thanks all for Friday's contributions. Each Friday we'll collect update and further concise steps ahead which we can highlight from each of your program offices.

Attached are the bullets of the notes from Friday's meeting. These are being placed on the draft checkerboard presently for distribution later today.

Aaron will find the best time (likely 3:30) and meeting room. Thanks all for Friday's contributions.

Ryan Jackson
 Chief of Staff
 U.S. Environmental Protection Agency
 (202) 564-6999

Message

From: Jackson, Ryan [jackson.ryan@epa.gov]
Sent: 3/12/2018 12:26:26 PM
To: Dravis, Samantha [dravis.samantha@epa.gov]; Lyons, Troy [lyons.troy@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]; Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]; Beck, Nancy [Beck.Nancy@epa.gov]; Brown, Byron [brown.byron@epa.gov]; Baptist, Erik [Baptist.Erik@epa.gov]; Yamada, Richard (Yujiro) [yamada.richard@epa.gov]; Kelly, Albert [kelly.albert@epa.gov]; Traylor, Patrick [traylor.patrick@epa.gov]; Greaves, Holly [greaves.holly@epa.gov]; Bennett, Tate [Bennett.Tate@epa.gov]; Forsgren, Lee [Forsgren.Lee@epa.gov]; Greenwalt, Sarah [greenwalt.sarah@epa.gov]; Bolen, Brittany [bolen.brittany@epa.gov]; Gordon, Stephen [gordon.stephen@epa.gov]; Cook, Steven [cook.steven@epa.gov]; Darwin, Veronica [darwin.veronica@epa.gov]; Chancellor, Erin [chancellor.erin@epa.gov]
CC: Dickerson, Aaron [dickerson.aaron@epa.gov]; Darwin, Henry [darwin.henry@epa.gov]; Ford, Hayley [ford.hayley@epa.gov]
Subject: deputies meeting
Attachments: March 9.docx

This Friday we'll continue with the deputies meetings. Thanks all for Friday's contributions. Each Friday we'll collect update and further concise steps ahead which we can highlight from each of your program offices.

Attached are the bullets of the notes from Friday's meeting. These are being placed on the draft checkerboard presently for distribution later today.

Aaron will find the best time (likely 3:30) and meeting room. Thanks all for Friday's contributions.

Ryan Jackson
Chief of Staff
U.S. Environmental Protection Agency
(202) 564-6999

Message

From: Jackson, Ryan [jackson.ryan@epa.gov]
Sent: 3/12/2018 12:23:18 PM
To: Ford, Hayley [ford.hayley@epa.gov]
CC: Bowman, Liz [Bowman.Liz@epa.gov]
Subject: February 26 .docx
Attachments: February 26 .docx

Hayley, can you enter the attached on the checkerboard and send back to me?

Message

From: Valentine, Julia [Valentine.Julia@epa.gov]
Sent: 4/3/2018 1:34:44 PM
To: Konkus, John [konkus.john@epa.gov]
CC: Orquina, Jessica [Orquina.Jessica@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]; Grantham, Nancy [Grantham.Nancy@epa.gov]; Ryan, Jini [Ryan.Jini@epa.gov]
Subject: RE: REVIEW: Social Media

First twt:

<https://twitter.com/EPA/status/981162730076897280>

Julia P. Valentine
 US EPA Office of Public Affairs
 202.564.2663 direct
 Ex. 6 - Personal Privacy m/txt

From: Konkus, John
Sent: Tuesday, April 03, 2018 9:34 AM
To: Valentine, Julia <Valentine.Julia@epa.gov>
Cc: Orquina, Jessica <Orquina.Jessica@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>; Grantham, Nancy <Grantham.Nancy@epa.gov>; Ryan, Jini <Ryan.Jini@epa.gov>
Subject: Re: REVIEW: Social Media

Pls send me the link to the post once you do so we can RT thanks!

Sent from my iPhone

On Apr 3, 2018, at 9:32 AM, Valentine, Julia <Valentine.Julia@epa.gov> wrote:

Great, thanks. Posting first right now and will keep it going.

From: Konkus, John
Sent: Tuesday, April 03, 2018 9:31 AM
To: Orquina, Jessica <Orquina.Jessica@epa.gov>
Cc: Bowman, Liz <Bowman.Liz@epa.gov>; Grantham, Nancy <Grantham.Nancy@epa.gov>; Ryan, Jini <Ryan.Jini@epa.gov>; Valentine, Julia <Valentine.Julia@epa.gov>
Subject: Re: REVIEW: Social Media

Excellent

Sent from my iPhone

On Apr 3, 2018, at 9:27 AM, Orquina, Jessica <Orquina.Jessica@epa.gov> wrote:

Thank you! We're going live now.

Here's some draft social media to promote the event. Let us know if you have any edits. Also, do you want us to just post the text or include some of the word graphics? (We could create separate posts for after the event with the word graphics.)

Jess

Ex. 5 Deliberative Process (DP)

Jessica Ann Orquina, Director
Office of Web Communications
U.S. Environmental Protection Agency
Email: orquina.jessica@epa.gov
Office: 202-564-0446
Mobile: Ex. 6 - Personal Privacy

From: Bowman, Liz
Sent: Tuesday, April 03, 2018 9:25 AM
To: Orquina, Jessica <Orquina.Jessica@epa.gov>; Konkus, John <konkus.john@epa.gov>
Cc: Grantham, Nancy <Grantham.Nancy@epa.gov>; Ryan, Jini <Ryan.Jini@epa.gov>;
Valentine, Julia <Valentine.Julia@epa.gov>
Subject: RE: REVIEW: UPDATED homepage banner

Great, thank you

From: Orquina, Jessica
Sent: Tuesday, April 3, 2018 9:08 AM
To: Konkus, John <konkus.john@epa.gov>
Cc: Bowman, Liz <Bowman.Liz@epa.gov>; Grantham, Nancy
<Grantham.Nancy@epa.gov>; Ryan, Jini <Ryan.Jini@epa.gov>; Valentine, Julia
<Valentine.Julia@epa.gov>
Subject: RE: REVIEW: UPDATED homepage banner

We're working on the social. Here's the updated homepage banner. Let me know if you have any edits or if we're okay to post.

Thanks! Jess

<image001.png>

Jessica Ann Orquina, Director
Office of Web Communications
U.S. Environmental Protection Agency
Email: orquina.jessica@epa.gov
Office: 202-564-0446
Mobile: Ex. 6 - Personal Privacy

From: Konkus, John
Sent: Tuesday, April 03, 2018 9:05 AM
To: Orquina, Jessica <Orquina.Jessica@epa.gov>
Cc: Bowman, Liz <Bowman.Liz@epa.gov>; Grantham, Nancy <Grantham.Nancy@epa.gov>; Ryan, Jini <Ryan.Jini@epa.gov>; Valentine, Julia <Valentine.Julia@epa.gov>
Subject: Re: REVIEW: Homepage banner & live page mockups

Let me take a look at it first but I think so

Sent from my iPhone

On Apr 3, 2018, at 9:04 AM, Orquina, Jessica <Orquina.Jessica@epa.gov> wrote:

Do you want us to include the graphics in the tweets?

Jess

Jessica Ann Orquina, Director
Office of Web Communications
U.S. Environmental Protection Agency
Email: orquina.jessica@epa.gov
Office: 202-564-0446
Mobile: Ex. 6 - Personal Privacy

From: Konkus, John
Sent: Tuesday, April 03, 2018 9:00 AM
To: Orquina, Jessica <Orquina.Jessica@epa.gov>
Cc: Bowman, Liz <Bowman.Liz@epa.gov>; Grantham, Nancy <Grantham.Nancy@epa.gov>; Ryan, Jini <Ryan.Jini@epa.gov>
Subject: Re: REVIEW: Homepage banner & live page mockups

Thank you! There should be six graphics.

Sent from my iPhone

On Apr 3, 2018, at 8:59 AM, Orquina, Jessica
<Orquina.Jessica@epa.gov> wrote:

We're working on it now. We're also creating a homepage graphic based on thee graphics Jini sent us to fit the homepage banner requirements. I'll send a mockup soon.

Jess

Jessica Ann Orquina, Director
Office of Web Communications
U.S. Environmental Protection Agency
Email: orquina.jessica@epa.gov
Office: 202-564-0446
Mobile: Ex. 6 - Personal Privacy

From: Konkus, John
Sent: Tuesday, April 03, 2018 8:38 AM
To: Orquina, Jessica <Orquina.Jessica@epa.gov>
Cc: Bowman, Liz <Bowman.Liz@epa.gov>; Grantham, Nancy <Grantham.Nancy@epa.gov>; Ryan, Jini <Ryan.Jini@epa.gov>
Subject: Re: REVIEW: Homepage banner & live page mockups

Jess can you all work up some draft social media to promote the live feed? Use messaging from the posters that Jini sent you this morning that you're using for the web sight graphic as well as the press release from yesterday afternoon. Nothing extravagant just alerting people to watch the live feed. Thank you!

Sent from my iPhone

On Apr 2, 2018, at 3:07 PM, Orquina, Jessica
<Orquina.Jessica@epa.gov> wrote:

Thank you!

Jessica Ann Orquina, Director
Office of Web Communications
U.S. Environmental Protection Agency
Email: orquina.jessica@epa.gov
Office: 202-564-0446
Mobile: Ex. 6 - Personal Privacy

From: Bowman, Liz
Sent: Monday, April 02, 2018 3:07 PM
To: Orquina, Jessica
<Orquina.Jessica@epa.gov>

Cc: Konkus, John
<konkus.john@epa.gov>; Grantham,
Nancy <Grantham.Nancy@epa.gov>;
Ryan, Jini <Ryan.Jini@epa.gov>
Subject: Re: REVIEW: Homepage
banner & live page mockups

Good w me thanks!

On Apr 2, 2018, at 2:54 PM, Orquina,
Jessica <Orquina.Jessica@epa.gov>
wrote:

Hello, below are
screenshots for the EPA
homepage banner and
EPA live webpage for
tomorrow's event. Let
me know if you have
any edits or if these are
good to go as is. We will
plan to make them live
tomorrow morning.

Thanks! Jess

<image001.png>

<image003.png>

Jessica Ann Orquina,
Director
Office of Web
Communications
U.S. Environmental
Protection Agency
Email:
orquina.jessica@epa.gov
v
Office: 202-564-0446
Mobile: Ex. 6 - Personal Privacy

Message

From: Ross Eisenberg [REisenberg@nam.org]
Sent: 4/3/2018 1:11:36 PM
To: Bennett, Tate [Bennett.Tate@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]
Subject: FW: NAM In The News (Detroit Free Press): Trump to roll back fuel standards for cars, light trucks

Our statement on the midterm evaluation got picked up by the Detroit Free Press yesterday; article below. NAM and Auto Alliance quotes are about halfway down.

I also did a radio interview with CBS Los Angeles; not sure if it has run yet.

Trump to roll back fuel standards for cars, light trucks

Detroit Free Press

Todd Spangler and Eric Lawrence

April 2, 2018

<https://www.freep.com/story/money/cars/2018/04/02/epa-roll-back-mpg-standards/479082002/>

WASHINGTON — The Trump administration on Monday announced that it would revise tough mileage-per-gallon fuel standards for cars and light trucks, saying those rules agreed to during President Barack Obama's time in office were "not appropriate."

"The Obama administration's determination was wrong," said Scott Pruitt, head of the U.S. Environmental Protection Agency. "Obama's EPA cut the midterm evaluation process short with politically charged expediency, made assumptions about the standards that didn't comport with reality, and set the standards too high."

Pruitt did not say precisely when new standards, which could ease burdens on Detroit's automakers while outraging environmentalists, would be set but federal agencies are expected to propose new options for fuel efficiency standards in the next several months with a public comment period to follow before one of the options is finalized.

The entire process could take until late this year or early next before the new fuel standards -- which are only expected to impact vehicles in the 2022 model year and beyond -- take effect. In the meantime, a schedule of increasing fuel standards which would hit an average of 41.7 miles-per-gallon across the fleet of U.S. cars and light trucks by model year 2020 would remain in place.

The Trump administration had been signaling the move since last year. But it means several states, led by California, will likely press federal courts to allow them to keep their own tougher standards in place, which could in turn force automakers to produce different cars for sale in different areas -- a practice they are loathe to do.

Even as automakers said they remained committed to protecting the environment, however, environmentalists argued that any rollback in standards could hurt human health and exacerbate climate change.

At the American Lung Association, President and CEO Harold Wimmer said transportation emissions remain the largest contributor of carbon pollution in the U.S. and that weakening standards could pose a threat to Americans living with chronic diseases such as asthma.

"The Trump administration's decision will take America backward by jeopardizing successful safeguards that are working to clean our air, save drivers money at the pump and drive technological innovation that creates jobs," added Luke Tonachel, director of the Natural Resources Defense Council's Clean Vehicles and Fuels Project. "The American public overwhelmingly supports strong vehicle standards."

Last week, with Pruitt expected to make an announcement any day, Jack Gillis, director of public affairs at Consumer Federation of America, said, "American families cannot afford to spend more money at the pump. They do not deserve to be saddled with gas-guzzling vehicles that will wreak havoc on their household finances when gas prices inevitably spike again."

Some automakers and other manufacturers on Monday made clear their belief that the EPA's ruling was the right one in order to keep vehicles affordable and let businesses — not bureaucrats — take the lead in determining how best to increase fuel economy standards and reduce pollution while protecting their own bottom lines.

"This was the right decision and we support the administration for pursuing a data-driven effort and a single national program as it works to finalize future standards," said Gloria Bergquist, vice president of communications and public affairs for the Alliance of Automobile Manufacturers, a trade group that represents General Motors, Ford, Fiat Chrysler, Toyota, Honda and others.

"Today's announcement was the expected necessary step that sets in motion a future rulemaking where the government will propose a range of alternatives — sharing the data gathered to support various options — and seek public comments," Bergquist said. "(To) ensure ongoing fuel economy improvement, the wisest course of action is to keep new vehicles affordable so more consumers can replace an older car with a new vehicle that uses much less fuel — and offers more safety features."

At the National Association of Manufacturers, Ross Eisenberg, vice president for energy and resources policy, said there remains support to cut greenhouse gas emissions and raise fuel economy standards but that those standards "should be updated based on lessons that have been learned from prior years, using the most current data."

"Ultimately, manufacturers need a single national program that provides regulatory certainty and maintains vehicle affordability," Eisenberg said.

Bergquist also said that it is critical to maintain a "single national" standard for vehicles and that automakers will work with environmentalists, California officials and the National Highway Traffic Safety Administration to attempt to do so.

But there is no guarantee such an effort will succeed. California Attorney General Xavier Becerra last year filed a lawsuit along with other states in an attempt to force the Trump administration to meet the tougher standards.

Following the announcement Monday, Becerra said he was reviewing the determination and that he was "ready to file suit if needed to protect these critical standards and to fight the administration's war on our environment."

Automakers moved quickly to make clear that they plan to be conscientious stewards of the environment despite the expected reduction in fuel efficiency standards.

General Motors said that, regardless of what standard is ultimately set, it remained committed to "improving fuel economy, reducing emissions and an all-electric future," including working on shared and self-driving vehicles which could cut pollution.

Ford's John Cangany, the company's spokesman for corporate social responsibility, said Ford never asked the administration for a rollback and continues "to support increasing clean car standards through 2025."

"We will continue to work with EPA, NHTSA (the National Highway Traffic Safety Administration) and California on one national standard with additional flexibility to help us provide more affordable options for our customers," Cangany said.

In recent days, media reports have suggested that the Trump administration might be looking to propose weaker standards than even automakers wanted instead of simply giving them flexibility in meeting current ones. Ford's top leaders, for instance, recently said they remained committed to carbon emission reductions consistent with those set under the Paris Climate Accord, even though Pruitt and Trump have announced the U.S. will withdraw from that agreement.

"The rollback of U.S. emissions and fuel economy standards, which come as no surprise, will not suddenly prompt automakers to abandon all plans for cleaner, more fuel-efficient vehicles," said Michelle Krebs, executive analyst for Autotrader. "These are global automakers who see the rest of the world marching in a different direction."

"The disconnect in the U.S.," Krebs added, "is that consumers don't favor clean, highly fuel-efficient vehicles like electrics and hybrids, particularly as gas prices remain low and consumers opt for sport-utility vehicles. EV (electric vehicle) and hybrid sales account for a miniscule 3% or less of the entire new car market annually."

Automakers, state officials, environmentalists and federal regulators had agreed back in 2011 to increase fuel efficiency standards to average 34.5 mpg by 2016 across the fleet of American cars and trucks with the figure then to grow to 54.5 mpg by 2025.

But that process called for a so-called midterm review, during which time automakers and others wanted to be given more flexibility in reaching the greater number. Gas prices -- which had averaged \$3.60 a gallon in 2012, according to the American Automobile Association -- had tumbled to \$2.40 a gallon by 2015 and have remained low, fueling sales of more profitable, larger vehicles, which while becoming more fuel-efficient overall may not meet the standard.

Automakers have continued at the same time to work on bringing new electric models to market though they remain a small portion of the overall fleet.

Before Obama left office in early 2017, the EPA said it had completed its review and issued a ruling keeping the higher fuel efficiency average in place for model years 2022-2025 — a decision that President Donald Trump made clear last year he intended to revisit.

Pruitt said Monday that his agency's new midterm evaluation determined that the standards needed to be revised, though he didn't make any suggestions as to what would be an appropriate new standard to be set in the future. Under the Clean Air Act, EPA sets national standards for vehicle tailpipe emissions of certain pollutants, though California has long had a waiver to impose tougher standards.

The EPA said it was reviewing California's waiver as well.

"Cooperative federalism doesn't mean that one state can dictate standards for the rest of the country," Pruitt said in a news release. "EPA will set a national standard for greenhouse gas emissions that allows auto manufacturers to make cars that people both want and can afford."

Message

From: Dooley, Erin [Erin.Dooley@abc.com]
Sent: 4/3/2018 12:37:35 AM
To: Grantham, Nancy [Grantham.Nancy@epa.gov]; Wilcox, Jahan [wilcox.jahan@epa.gov]
CC: Bowman, Liz [Bowman.Liz@epa.gov]; Shine, Tom A. [Tom.A.Shine@abc.com]; Ebbs, Stephanie [Stephanie.Ebbs@abc.com]
Subject: pool cam + address // Re: Event in Chantilly tomorrow? // Re: Question from ABC -- auto emissions standards

Hi Nancy and Jahan,

Just tried both of you over the phone again. Are we all good to send a pool photog/ producer?

(Jahan seemed to think that might work, as you guys said you were forced to limit coverage due to "space" restrictions, and this would actually cut the number of photographers down from two to one.)

If so, we need the address! The Pohanka Chevy confirms they're no longer hosting it there.

I'm available all night on my cell: 202-768-1623.

Thanks so much,
 Erin

From: Dooley, Erin
Sent: Monday, April 2, 2018 7:15 PM
To: Grantham, Nancy
Cc: Wilcox, Jahan
Subject: Re: Event in Chantilly tomorrow? // Re: Question from ABC -- auto emissions standards

Thanks, Nancy!

Jahan, where can I reach you?

--

Erin Dooley | ABC News | 202-768-1623 | erin.dooley@abc.com | @erindooley

On Apr 2, 2018, at 7:13 PM, Grantham, Nancy <Grantham.Nancy@epa.gov> wrote:

Erin –

Looping you with Jahan Wilcox on the issue you just called me about.

Thanks

ng

Nancy Grantham

Office of Public Affairs
US Environmental Protection Agency
202-564-6879 (desk)
202-253-7056 (mobile)

From: Dooley, Erin [<mailto:Erin.Dooley@abc.com>]
Sent: Monday, April 02, 2018 6:19 PM
To: Daniell, Kelsi <daniell.kelsi@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>
Cc: Press <Press@epa.gov>; Shine, Tom A. <Tom.A.Shine@abc.com>; Deshishku, Stacia P. <Stacia.P.Deshishku@abc.com>
Subject: Re: Event in Chantilly tomorrow? // Re: Question from ABC -- auto emissions standards

Kelsi,

Are other networks' crews invited, or is this a closed event?

Erin Dooley | ABC News | 202-222-7354 or 202-768-1623 | erin.dooley@abc.com | @erindooley

From: Daniell, Kelsi <daniell.kelsi@epa.gov>
Sent: Monday, April 2, 2018 6:13 PM
To: Dooley, Erin; Bowman, Liz
Cc: Press
Subject: RE: Event in Chantilly tomorrow? // Re: Question from ABC -- auto emissions standards

Erin, on background: No, this event is not pooled. You can watch it here: www.epa.gov/live.

Thanks,
Kelsi

From: Dooley, Erin [<mailto:Erin.Dooley@abc.com>]
Sent: Monday, April 2, 2018 5:46 PM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Cc: Press <Press@epa.gov>; Shine, Tom A. <Tom.A.Shine@abc.com>; Sanchez, George D. <George.D.Sanchez@abc.com>
Subject: Re: Event in Chantilly tomorrow? // Re: Question from ABC -- auto emissions standards

Hey Liz,

Just left you voicemail, but figured I'd ping you here as well --

It sounds like this event has gone pool, meaning all five networks would like to send one camera to cover the announcement.

ABC is the current pool chair, and we're tasked with coordinating coverage on behalf of everybody (ABC + CBS, NBC, CNN, and FOX). Please send me the details so we can assign a pool photog and producer.

Thanks!
Erin

Erin Dooley | ABC News | 202-222-7354 or 202-768-1623 | erin.dooley@abc.com | @erindooley

From: Dooley, Erin
Sent: Monday, April 2, 2018 5:01 PM
To: Bowman, Liz
Cc: Shine, Tom A.; wilcox.jahan@epa.gov
Subject: Event in Chantilly tomorrow? // Re: Question from ABC -- auto emissions standards

Hey Liz,

Hope you had a great time at the egg roll!!

We're hearing the announcement event is tomorrow in Chantilly, VA at 10:30. ABC would like to attend! Who can I send our RSVP to?

Many thanks,
Erin

Erin Dooley | ABC News | 202-222-7354 or 202-768-1623 | erin.dooley@abc.com | @erindooley

From: Bowman, Liz <Bowman.Liz@epa.gov>
Sent: Monday, April 2, 2018 3:22 PM
To: Dooley, Erin
Subject: Re: Question from ABC -- auto emissions standards

Thanks! Sorry at egg roll

On Apr 2, 2018, at 3:18 PM, Dooley, Erin <Erin.Dooley@abc.com> wrote:

Never mind, I see the Administrator tweeted it (and a link to the release) out!
Thanks.

Still planning an event?

From: Dooley, Erin
Sent: Monday, April 2, 2018 2:57 PM
To: Bowman, Liz
Subject: Re: Question from ABC -- auto emissions standards

Hey Liz,

I'm not seeing anything... perhaps I'm not on the list!

Can you confirm Pruitt's stmt to Bloomberg, as well as the details in the story?
<https://www.bloomberg.com/amp/news/articles/2018-04-02/u-s-epa-says-auto-emissions-standards-should-be-revised>

"The Obama EPA's determination was wrong," Pruitt said in a news release. "Obama's EPA cut the midterm evaluation process short with politically charged expediency, made assumptions about the standards that didn't comport with reality and set the standards too high."

From: Bowman, Liz <Bowman.Liz@epa.gov>
Sent: Monday, April 2, 2018 2:10:32 PM
To: Dooley, Erin
Subject: Re: Question from ABC -- auto emissions standards

We are sending the release soon

On Apr 2, 2018, at 1:47 PM, Dooley, Erin <Erin.Dooley@abc.com> wrote:

Wonderful, thanks. Off the record, do you guys have a day in mind? (Last week, NYT was reporting a possible Tuesday announcement, but since I haven't seen a release, I'm guessing it's been pushed...) We'd like to make sure we have a crew reserved!

From: Bowman, Liz <Bowman.Liz@epa.gov>
Sent: Monday, April 2, 2018 1:41:57 PM
To: Dooley, Erin
Cc: Ebbs, Stephanie
Subject: RE: Question from ABC -- auto emissions standards

Hi Erin – Yes that is the plan; we will be sure to send you the release once it's final. Thank you – Liz

From: Dooley, Erin [<mailto:Erin.Dooley@abc.com>]
Sent: Monday, April 2, 2018 1:20 PM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Cc: Ebbs, Stephanie <Stephanie.Ebbs@abc.com>
Subject: Question from ABC -- auto emissions standards

Hey Liz,

Erin Dooley from ABC News here. I got your contact info from my colleague, Stephanie Ebbs.

I'm wondering if you can give me some guidance on the timing of the EPA announcement on auto emissions standards?

(I see from FOIAed documents posted online that the deadline for a "final determination" was yesterday, so I'm supposing you'll be announcing the decision sometime this week!)

Many thanks,
Erin

Erin Dooley | ABC News | 202-222-7354 or 202-768-1623 |
erin.dooley@abc.com | [@erindooley](https://twitter.com/erindooley)

Message

From: Schlapp, Mercedes V. EOP/WHO [Ex. 6 - Personal Privacy]
Sent: 4/3/2018 12:17:00 AM
To: Rateike, Bradley A. EOP/WHO [Ex. 6 - Personal Privacy]
CC: Love, Kelly A. EOP/WHO [Ex. 6 - Personal Privacy]; Wilcox, Jahan [wilcox.jahan@epa.gov]; Shah, Raj S. EOP/WHO [Ex. 6 - Personal Privacy]; Gidley, Hogan H. EOP/WHO [Ex. 6 - Personal Privacy]; Bowman, Liz [Bowman.Liz@epa.gov]; Ferguson, Lincoln [ferguson.lincoln@epa.gov]; Abboud, Michael [abboud.michael@epa.gov]
Subject: Re: Tuesday, April 3, 2018

Ex. 5 - Deliberative Process

Sent from my iPhone

On Apr 2, 2018, at 6:36 PM, Rateike, Bradley A. EOP/WHO [Ex. 6 - Personal Privacy] wrote:

Has the speech gone through Staff Sec?

Brad Rateike
 White House Communications
 [Ex. 6 - Personal Privacy]

On Apr 2, 2018, at 6:34 PM, Love, Kelly A. EOP/WHO [Ex. 6 - Personal Privacy] wrote:

+ Mercy

Could you please send the list of proposed interviews for this week?

Sent from my iPhone

On Apr 2, 2018, at 6:30 PM, Wilcox, Jahan <wilcox.jahan@epa.gov> wrote:

Tomorrow we are doing an event surrounding MTE. Some outlets are trying to claim this is a pool event – that is not accurate. This event is NOT pooled but there will be a live stream.

Below are the outlets that are invited:

Bloomberg: Jennifer Dlouhy
Wall Street Journal: Tim Puko
Detroit News: Keith Laing
USA Today: TBD
The Daily Signal: Fred Lucas
CBS News: Jackie Alemany
Gray-TV: TBD
Fox News: TBD
 ###

Jahan Wilcox
 EPA

Strategic Communications Advisor
Work Cell: 202.309.0934
Work Email: wilcox.jahan@epa.gov

Message

From: Konkus, John [konkus.john@epa.gov]
Sent: 3/28/2018 12:50:17 PM
To: Munoz, Charles [munoz.charles@epa.gov]
CC: Bowman, Liz [Bowman.Liz@epa.gov]; Hewitt, James [hewitt.james@epa.gov]
Subject: WH AM Update

Charles: Good morning. Here are today's expected communication actions:

- Midterm Evaluation standards (aka CAFE standards), with OMB, announcement expected by 4/1.
- Administrator Pruitt has a Hoover Institution speaking event in Stanford, CA. and will participate in a live radio call-in with Dave Lee of WCCO-AM, Minneapolis.

Thank you and please let us know if you have any questions.

John Konkus
Environmental Protection Agency
Deputy Associate Administrator for Public Affairs
Mobile: Ex. 6 - Personal Privacy

Message

From: Bowman, Liz [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=C3D4D94D3E4B4B1F80904056703EBC80-BOWMAN, ELI]
Sent: 4/2/2018 7:06:05 PM
To: Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]
CC: Lyons, Troy [lyons.troy@epa.gov]; Palich, Christian [palich.christian@epa.gov]; Ringel, Aaron [ringel.aaron@epa.gov]; Bennett, Tate [Bennett.Tate@epa.gov]; Gordon, Stephen [gordon.stephen@epa.gov]; Bolen, Brittany [bolen.brittany@epa.gov]; Wilcox, Jahan [wilcox.jahan@epa.gov]; Dominguez, Alexander [dominguez.alexander@epa.gov]; Jackson, Ryan [jackson.ryan@epa.gov]; Baptist, Erik [Baptist.Erik@epa.gov]
Subject: Re: MTE

Thanks

On Apr 2, 2018, at 2:24 PM, Gunasekara, Mandy <Gunasekara.Mandy@epa.gov> wrote:

I made some edits to the fact sheet. I think it's already been leaked out, but for your records, attached is the final.

From: Gunasekara, Mandy
Sent: Monday, April 2, 2018 9:46 AM
To: Lyons, Troy <lyons.troy@epa.gov>; Palich, Christian <palich.christian@epa.gov>; Ringel, Aaron <ringel.aaron@epa.gov>; Bennett, Tate <Bennett.Tate@epa.gov>; Gordon, Stephen <gordon.stephen@epa.gov>; Bolen, Brittany <bolen.brittany@epa.gov>
Cc: Bowman, Liz <Bowman.Liz@epa.gov>; Wilcox, Jahan <wilcox.jahan@epa.gov>; Dominguez, Alexander <dominguez.alexander@epa.gov>; Jackson, Ryan <jackson.ryan@epa.gov>; Baptist, Erik <baptist.erik@epa.gov>
Subject: MTE

Hi All:

Today we are planning to have the Administrator sign and will issue a press release regarding the final outcome of the Midterm Evaluation for light-duty vehicles model years 2022-2025. Topline message: The standards are going to change.

I've attached a backgrounder/fact sheet with some suggested TPs that I hope is helpful. OMB is finalizing their review and we expect them to close it out relatively soon. The goal is a noon roll-out for press. Give me a call if you need any info.

Also, some of you may not know, but Alex broke his arm this weekend after a DC driver tried to take him out on H St. He's okay and getting a hard cast put on today.

Please pass on to anyone I inadvertently left off the list.

Thanks,
Mandy

Mandy M. Gunasekara
Principal Deputy Assistant Administrator
Office of Air and Radiation
US Environmental Protection Agency

<MTE Fact Sheet_FINAL 2018 04 02.docx>

Message

From: Bowman, Liz [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=C3D4D94D3E4B4B1F80904056703EBC80-BOWMAN, ELI]
Sent: 4/2/2018 5:33:33 PM
To: Finley, Allysia [allysia.finley@wsj.com]
Subject: RE: California CAA waiver

Thanks; off the record: we are not revoking the waiver at this time, it remains under evaluation, but administrator Pruitt is committed to one national standard.

From: Finley, Allysia [mailto:allysia.finley@wsj.com]
Sent: Monday, April 2, 2018 1:23 PM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Subject: Re: California CAA waiver

Ok, thanks. Just keep me posted.

On Mon, Apr 2, 2018 at 1:02 PM, Bowman, Liz <Bowman.Liz@epa.gov> wrote:

We actually are updating the release now, so the one I sent you isn't final yet. Sorry, it's fluid

From: Allysia Finley [mailto:allysia.finley@wsj.com]
Sent: Monday, April 2, 2018 11:42 AM

To: Bowman, Liz <Bowman.Liz@epa.gov>
Subject: Re: California CAA waiver

That would be great, thanks.

Sent from my iPhone

On Apr 2, 2018, at 11:32 AM, Bowman, Liz <Bowman.Liz@epa.gov> wrote:

I can send you a fact sheet of the details if you don't share it

From: Allysia Finley [mailto:allysia.finley@wsj.com]
Sent: Monday, April 2, 2018 11:15 AM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Subject: Re: California CAA waiver

Great, can we chat later this afternoon about the details?

Sent from my iPhone

On Apr 2, 2018, at 11:08 AM, Bowman, Liz <Bowman.Liz@epa.gov> wrote:

Hi Allysia – Below, please find the press release that we plan to put out today. **This is embargoed until 12:30 p.m. today**, but want you to have the information now, so that can prepare. Let me know if you have any questions; I will try my best to answer them.

EPA Administrator Pruitt: GHG Emissions Standards for Cars and Light Trucks Should Be Revised

WASHINGTON — Today, The Administrator of the U.S. Environmental Protection Agency (EPA) is announcing the completion of the Mid-Term Evaluation (MTE) Process for the greenhouse gas (GHG) emissions standards for cars and light trucks for model years 2022-2025, and his final determination that in light of recent data, the current standards are not appropriate and should be revised. The Administrator is also announcing the start of a joint process with the National Highway Traffic Safety Administration (NHTSA) to develop a notice and comment rulemaking to set more appropriate GHG emissions standards and Corporate Average Fuel Economy (CAFE) standards.

“Today, the Trump Administration is setting right another wrong of the Obama Administration,” **said EPA Administrator Scott Pruitt**. “The Obama EPA cut the midterm evaluation process short with politically charged expediency. A thorough review of the latest information reveals that Obama’s EPA made assumptions about consumer acceptance, costs, technology effectiveness and feasibility of their standards that do not comport with reality. Auto manufacturers should be able to make cars that people both want – and can afford – while still expanding the environmental and safety benefits that result from driving a newer car.”

Additional Background

As part of the 2012 rulemaking establishing the model year 2017-2025 light-duty vehicle GHG standards, EPA made a regulatory commitment to conduct a Midterm Evaluation of the standards for MY 2022-2025 no later than April 1, 2018. This Evaluation would determine whether the standards remain appropriate or should be made more, or less stringent.

In November 2016, the Obama Administration short-circuited the Midterm Evaluation process and rushed out their final determination days before leaving office on January 12, 2017. Since then, the auto industry and other stakeholders sought a reinstatement of the original Midterm Evaluation timeline, so that the Agency could review the latest information.

EPA and the U.S. Department of Transportation announced a reestablishment of the Midterm Evaluation process in March 2017. And, in August 2017, EPA reopened the regulatory docket and asked for additional information and data relevant to assessing whether the GHG emissions standards remain appropriate, including information on: consumer behavior, feedback on modeling approaches, and assessing advanced fuels technologies. EPA also held a public hearing on this topic.

For more information: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/midterm-evaluation-light-duty-vehicle-greenhouse-gas>

###

From: Finley, Allysia [<mailto:allysia.finley@wsj.com>]
Sent: Friday, March 30, 2018 9:57 AM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Subject: Re: California CAA waiver

Great, thanks. Keep me posted.

On Fri, Mar 30, 2018 at 9:47 AM, Bowman, Liz <Bowman.Liz@epa.gov> wrote:

On background: the proposal is still with OMB, we were expecting t back today but most likely won't get it now until next week. I am out of the office this morning but can give you more information this afternoon.

On Mar 30, 2018, at 9:26 AM, Finley, Allysia <allysia.finley@wsj.com> wrote:

Hi Liz,

Just circling back on this. Do you know roughly when the new CAFE standards will be proposed? It would be great to get heads up for editorial planning purposes.

Thanks,

On Fri, Mar 16, 2018 at 3:51 PM, Bowman, Liz
<Bowman.Liz@epa.gov> wrote:

Hi Allysia – I am sorry, but we need to reschedule this for next week. Can I email you next week with some times?

From: Finley, Allysia [mailto:allysia.finley@wsj.com]
Sent: Thursday, March 15, 2018 6:10 PM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Subject: Re: California CAA waiver

Yes, sounds good.

On Thu, Mar 15, 2018 at 5:44 PM, Bowman, Liz
<Bowman.Liz@epa.gov> wrote:

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Sent: 4/2/2018 5:02:44 PM
To: Allysia Finley [allysia.finley@wsj.com]
Subject: RE: California CAA waiver

We actually are updating the release now, so the one I sent you isn't final yet. Sorry, it's fluid

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Sent: Monday, April 2, 2018 11:42 AM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Subject: Re: California CAA waiver

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Sent: 4/2/2018 4:07:28 PM
To: Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]; Letendre, Daisy [letendre.daisy@epa.gov]; Ford, Hayley [ford.hayley@epa.gov]; Wilcox, Jahan [wilcox.jahan@epa.gov]; Bennett, Tate [Bennett.Tate@epa.gov]; Wehrum, Bill [Wehrum.Bill@epa.gov]
Subject: RE: MTE Discussion

yes

From: Gunasekara, Mandy
Sent: Monday, April 2, 2018 12:03 PM
To: Letendre, Daisy <letendre.daisy@epa.gov>; Ford, Hayley <ford.hayley@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>; Wilcox, Jahan <wilcox.jahan@epa.gov>; Bennett, Tate <Bennett.Tate@epa.gov>; Wehrum, Bill <Wehrum.Bill@epa.gov>
Subject: RE: MTE Discussion

Bill and I will be there.

From: Letendre, Daisy
Sent: Monday, April 2, 2018 12:03 PM
To: Ford, Hayley <ford.hayley@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>; Wilcox, Jahan <wilcox.jahan@epa.gov>; Bennett, Tate <Bennett.Tate@epa.gov>; Wehrum, Bill <Wehrum.Bill@epa.gov>; Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>
Subject: RE: MTE Discussion

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Daisy C. Letendre
Letendre.Daisy@epa.gov

From: Ford, Hayley
Sent: Monday, April 2, 2018 12:02 PM
To: Bowman, Liz <Bowman.Liz@epa.gov>; Wilcox, Jahan <wilcox.jahan@epa.gov>; Bennett, Tate <Bennett.Tate@epa.gov>; Letendre, Daisy <letendre.daisy@epa.gov>; Wehrum, Bill <Wehrum.Bill@epa.gov>; Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>
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Can you come to Pruitt's office in the next 5 mins to talk MTE roll-out?

Thanks!

Hayley Ford

Deputy White House Liaison and Personal Aide to the Administrator
 Environmental Protection Agency

ford.hayley@epa.gov

Phone: 202-564-2022

Cell: 2 Ex. 6 - Personal Privacy

Message

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Sent: 4/2/2018 3:59:53 PM
To: Finley, Allysia [allysia.finley@wsj.com]
Subject: Details
Attachments: _DRAFT 2018 04 02.docx

Please don't post or share this document. It's for planning/understanding purposes only. Thank you!

Liz Bowman
U.S. Environmental Protection Agency (EPA)
Office: 202-564-3293

EMBARGOED UNTIL NOON EST

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EPA Midterm Evaluation for Light-Duty Vehicles GHG Standard: Revised Final Determination April 1, 2018

- In 2012, EPA and the National Highway Traffic Safety Administration (NHTSA) set greenhouse gas (GHG) and Corporate Average Fuel Economy (CAFE) standards for light-duty vehicles starting in Model Year (MY) 2017 - 2025.
- As part of the 2012 rulemaking, EPA made a regulatory commitment to conduct a Midterm Evaluation of the standards for MY 2022-2025 no later than April 1, 2018. This Evaluation would determine whether the standards remain appropriate or should be made more or less stringent.
- In November 2016, the Obama Administration cut short the Midterm Evaluation process and rushed out a Final Determination days before leaving office, on January 12, 2017. Since then, the auto industry and other stakeholders sought a reinstatement of the original Midterm Evaluation timeline, so that the Agency could review the latest information.
- On March 15, 2017, President Trump alongside EPA Administrator Pruitt and U.S. Department of Transportation Secretary Chao announced a reestablishment of the Midterm Evaluation process.
- In August 2017, EPA and NHTSA formally reopened the regulatory docket initiating a 45-day comment period asking for additional information and data relevant to assessing whether the GHG emissions standards remain appropriate, including information on: consumer behavior, feedback on modeling approaches, costs and assessing advanced fuels technologies.
- EPA held a public hearing in Washington, DC, on September 6, 2017. By the end of the comment period, EPA received over 290,000 comments.

FINAL DETERMINATION: Based on EPA's review and analysis of the comments and information received, and the Agency's own analysis, the Administrator believes that the current GHG emission standards for MY 2022-2025 light-duty vehicles are not appropriate and should be revised.

- EPA, in partnership with NHTSA, will initiate a notice and comment rulemaking in a forthcoming Federal Register notice to further consider the degree, scope and form of proposed changes.
- Many of the key assumptions EPA relied upon in its January 2017 Determination, including gas prices, technology costs and effectiveness, and the consumer acceptance of advanced technology vehicles, were overly optimistic or have significantly changed and thus no longer represent realistic assumptions.
- Additionally, the Administrator believes that the light-duty vehicle standards present challenges for auto manufacturers due to feasibility and practicability, raise concerns related to automobile safety, and result in significant additional costs on consumers, especially low-income consumers.
- In making this finding, the Administrator has also considered that associated environmental are significantly diminished when consumers cannot afford new cars. New information and data provided show the significant negative effects of higher vehicle costs that many stakeholders assign to the costs of compliance with EPA's current standards.

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TALKING POINTS:

- The world has changed since the GHG standards for MY2022-2025 were originally set:
 - Low gas prices impact consumer preferences: With lower than projected gas prices, EPA's originally projected cost savings are much lower. Further, in the face of low gas prices consumers continue to prioritize vehicle performance over fuel economy, making it hard for auto manufacturers to sell the high volume of fuel efficient vehicles needed to comply with the originally set GHG standards.
 - Growing preference for light-trucks over cars further complicates compliance: In 2012, the car and light truck shares were projected to be 67 percent to 33 percent respectively for MY 2025. Recent data shows that the split for MY 2016 was 55 percent cars and 45 percent trucks, highlighting the recent and growing preference for trucks over cars.
 - Increased vehicle costs negatively impact the production of new automobiles: The new record indicates the standards impose unreasonable per vehicle costs resulting in decreased sales. Trinity Consulting & NERA Economic Consulting found that the MY 2022-2025 standards would reduce vehicle sales over those four model years from 65 million to 63.7 million, a reduction of 1.3 million vehicles, due to higher vehicle prices.
 - High cost vehicles reduce fleet turnover limiting reach of environmental benefits: Newer cars have greater environmental and safety benefits. As certain consumers, are either priced out of purchasing a new car or unwilling to pay the added costs associated with increased fuel efficiency, the number of new cars driven and the resulting benefits are reduced.
 - Slow pace of electrification: Despite the auto industry providing an increasing number of battery-electric vehicle models and plug-in hybrid electric vehicle models, combined national sales of these vehicles still account for just over one percent of the market. According to data submitted by the Global Automakers, sales of hybrids peaked in 2013 at 3.1 percent, but only accounted for 2 percent of the market in 2016.
- Future changes to the standards will ensure that auto-manufacturers can make cars that consumers both want and can afford. They will also treat all advanced vehicle technologies the same, including the potential of natural gas vehicles and the role of high-octane fuels.
- EPA will continue its close partnership with NHTSA to ensure there is adequate consideration of any potential impacts on automobile safety.
- EPA will continue to work with all states in order to maintain a one national program.

Message

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On Mar 15, 2018, at 5:15 PM, Finley, Allysia <allysia.finley@wsj.com> wrote:

I'll be in a meeting until 3:45. Could we talk before 3 or after that?

On Thu, Mar 15, 2018 at 4:33 PM, Bowman, Liz <Bowman.Liz@epa.gov> wrote:

Would you be available to talk with Bill tomorrow afternoon? He is free at 3:30 p.m.

If that works, please let me know the best number to reach you. Bill Wehrum is the assistant administrator for air at EPA.

Thank you,

Liz Bowman, EPA

From: Finley, Allysia [<mailto:allysia.finley@wsj.com>]
Sent: Wednesday, March 14, 2018 11:09 AM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Subject: Re: California CAA waiver

Thanks, Liz. I would love to do a background call with Bill when he's available.

On Wed, Mar 14, 2018 at 11:00 AM, Bowman, Liz <Bowman.Liz@epa.gov> wrote:

Hi Allysia – Good to hear from you; we met a few months ago when Administrator Pruitt came to the Wall Street Journal. I think you were in the meeting with Paul and Mary.

I will be sure to keep you updated; would you like to do a background call with our head of air, Bill Wehrum? He is working on this issue directly with CARB and I think he would be a good person for you to speak with.

Thanks for reaching out,

Liz

From: Finley, Allysia [mailto:allysia.finley@wsj.com]
Sent: Wednesday, March 14, 2018 10:54 AM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Subject: California CAA waiver

Hi Liz,

I write about the CAFE standards and California emissions standards for the Journal's editorial page. I saw Scott's comments the other day about California's waiver and would really appreciate if you could keep me posted on this as the EPA decides what course to take.

Thanks,

--

Allysia Finley

(212) 416-2783

Wall Street Journal

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Allysia Finley

(212) 416-2783

Wall Street Journal

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Allysia Finley

(212) 416-2783

Wall Street Journal

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Allysia Finley

(212) 416-2783

Wall Street Journal

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Allysia Finley

(212) 416-2783

Wall Street Journal

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Allysia Finley

(212) 416-2783

Wall Street Journal

Message

From: Bowman, Liz [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=C3D4D94D3E4B4B1F80904056703EBC80-BOWMAN, ELI]
Sent: 4/2/2018 3:02:41 PM
To: Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]
CC: Baptist, Erik [baptist.erik@epa.gov]
Subject: RE: Comms and Fact Sheet

Thank you

From: Gunasekara, Mandy
Sent: Monday, April 2, 2018 10:58 AM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Cc: Baptist, Erik <Baptist.Erik@epa.gov>
Subject: RE: Comms and Fact Sheet

It's primarily internal, but you can share it with folks that won't publish it.

From: Bowman, Liz
Sent: Monday, April 2, 2018 10:19 AM
To: Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>
Cc: Baptist, Erik <Baptist.Erik@epa.gov>
Subject: RE: Comms and Fact Sheet

Thank you – The updated version is attached. We plan to send this as soon as you give us the go-ahead, about noon. Is the fact sheet you just sent around for internal only? It says not for distribution, but just want to be sure.

Thank you – Liz

From: Gunasekara, Mandy
Sent: Monday, April 2, 2018 9:37 AM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Cc: Baptist, Erik <Baptist.Erik@epa.gov>
Subject: Comms and Fact Sheet

Hey Liz,

Attached is the latest comms materials and fact sheet per our discussion. The technical team is sending back the final version of the MTE as we speak. I'm expecting for quick OMB close out. SP mentioned this morning he'd like us to shoot for a noon roll-out. Give me a call if you need anything else.

Mandy M. Gunasekara
Principal Deputy Assistant Administrator
Office of Air and Radiation
US Environmental Protection Agency

Message

From: Bowman, Liz [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=C3D4D94D3E4B4B1F80904056703EBC80-BOWMAN, ELI]
Sent: 4/2/2018 1:35:48 PM
To: Konkus, John [konkus.john@epa.gov]
Subject: RE: WH AM Update

No rush

From: Konkus, John
Sent: Monday, April 2, 2018 9:35 AM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Subject: RE: WH AM Update

Ok 1 min wrapping up call

From: Bowman, Liz
Sent: Monday, April 2, 2018 9:33 AM
To: Konkus, John <konkus.john@epa.gov>
Subject: RE: WH AM Update

Im in my office; come by when you have a minute

From: Konkus, John
Sent: Monday, April 2, 2018 8:49 AM
To: Munoz, Charles <munoz.charles@epa.gov>
Cc: Bowman, Liz <Bowman.Liz@epa.gov>; Hewitt, James <hewitt.james@epa.gov>
Subject: WH AM Update

Charles: Good morning. Here are today's expected communication actions:

- Midterm Evaluation standards (aka CAFE standards), announcement expected today or tomorrow.
- Energy Star Award Announcement - April 2 (Partners of the Year) - national press release with regional amplification: EPA and the U.S. Department of Energy (DOE) are honoring 163 ENERGY STAR partners—including Fortune 500 companies, schools, hospitals, retailers, manufacturers, home builders, and commercial building owners and operators – for their outstanding contributions to public health and the environment.

Thank you and please let us know if you have any questions.

John Konkus
Environmental Protection Agency
Deputy Associate Administrator for Public Affairs
Mobile: [\(202\) 365-9250](tel:(202)365-9250)

Message

From: Bowman, Liz [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=C3D4D94D3E4B4B1F80904056703EBC80-BOWMAN, ELI]
Sent: 4/2/2018 7:59:21 PM
To: Jackson, Ryan [jackson.ryan@epa.gov]
Subject: Re:

Yes

> On Apr 2, 2018, at 3:52 PM, Jackson, Ryan <jackson.ryan@epa.gov> wrote:
>
> Did the press release on MTE go out?
>
>
>
>
>
>
>
> Ryan Jackson
> Chief of Staff
> U.S. EPA
> 202-564-6999
>

Message

From: Bowman, Liz [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=C3D4D94D3E4B4B1F80904056703EBC80-BOWMAN, ELI]
Sent: 4/2/2018 7:22:29 PM
To: Dooley, Erin [Erin.Dooley@abc.com]
Subject: Re: Question from ABC -- auto emissions standards

Thanks! Sorry at egg roll

On Apr 2, 2018, at 3:18 PM, Dooley, Erin <Erin.Dooley@abc.com> wrote:

Never mind, I see the Administrator tweeted it (and a link to the release) out! Thanks.

Still planning an event?

From: Dooley, Erin
Sent: Monday, April 2, 2018 2:57 PM
To: Bowman, Liz
Subject: Re: Question from ABC -- auto emissions standards

Hey Liz,

I'm not seeing anything... perhaps I'm not on the list!

Can you confirm Pruitt's stmt to Bloomberg, as well as the details in the story?

<https://www.bloomberg.com/amp/news/articles/2018-04-02/u-s-epa-says-auto-emissions-standards-should-be-revised>

"The Obama EPA's determination was wrong," Pruitt said in a news release. "Obama's EPA cut the midterm evaluation process short with politically charged expediency, made assumptions about the standards that didn't comport with reality and set the standards too high."

From: Bowman, Liz <Bowman.Liz@epa.gov>
Sent: Monday, April 2, 2018 2:10:32 PM
To: Dooley, Erin
Subject: Re: Question from ABC -- auto emissions standards

We are sending the release soon

On Apr 2, 2018, at 1:47 PM, Dooley, Erin <Erin.Dooley@abc.com> wrote:

Wonderful, thanks. Off the record, do you guys have a day in mind? (Last week, NYT was reporting a possible Tuesday announcement, but since I haven't seen a

release, I'm guessing it's been pushed...) We'd like to make sure we have a crew reserved!

From: Bowman, Liz <Bowman.Liz@epa.gov>
Sent: Monday, April 2, 2018 1:41:57 PM
To: Dooley, Erin
Cc: Ebbs, Stephanie
Subject: RE: Question from ABC -- auto emissions standards

Hi Erin – Yes that is the plan; we will be sure to send you the release once it's final. Thank you – Liz

From: Dooley, Erin [<mailto:Erin.Dooley@abc.com>]
Sent: Monday, April 2, 2018 1:20 PM
To: Bowman, Liz <Bowman.Liz@epa.gov>
Cc: Ebbs, Stephanie <Stephanie.Ebbs@abc.com>
Subject: Question from ABC -- auto emissions standards

Hey Liz,

Erin Dooley from ABC News here. I got your contact info from my colleague, Stephanie Ebbs.

I'm wondering if you can give me some guidance on the timing of the EPA announcement on auto emissions standards?

(I see from [FOIAed documents](#) posted online that the deadline for a "final determination" was yesterday, so I'm supposing you'll be announcing the decision sometime this week!)

Many thanks,
Erin

Erin Dooley | ABC News | 202-222-7354 or 202-768-1623 | erin.dooley@abc.com | @erindooley

Message

From: Bowman, Liz [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=C3D4D94D3E4B4B1F80904056703EBC80-BOWMAN, ELI]
Sent: 3/30/2018 11:56:39 AM
To: Bennett, Tate [Bennett.Tate@epa.gov]
CC: Jackson, Ryan [jackson.ryan@epa.gov]; Letendre, Daisy [letendre.daisy@epa.gov]
Subject: Re:

We could always do what we did w Kentucky and announce it at the event, or announce that it's coming ...

> On Mar 30, 2018, at 6:43 AM, Bennett, Tate <Bennett.Tate@epa.gov> wrote:

>

> Ok. Fingers crossed.

>

>> On Mar 30, 2018, at 6:02 AM, Jackson, Ryan <jackson.ryan@epa.gov> wrote:

>>

>> So this MTE may not come out of OMB on time. This is a work in progress and not SP's fault. But I'll keep you tuned in.

>>

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>>

>>

>>

>> Ryan Jackson
>> Chief of Staff
>> U.S. EPA
>> 202-564-6999

>>

Message

From: Bowman, Liz [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=C3D4D94D3E4B4B1F80904056703EBC80-BOWMAN, ELI]
Sent: 3/29/2018 10:41:15 PM
To: Ford, Hayley [ford.hayley@epa.gov]; Wehrum, Bill [Wehrum.Bill@epa.gov]; Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]; Bennett, Tate [Bennett.Tate@epa.gov]; Letendre, Daisy [letendre.daisy@epa.gov]
CC: Ferguson, Lincoln [ferguson.lincoln@epa.gov]; Jackson, Ryan [jackson.ryan@epa.gov]
Subject: RE: MTE Event Monday with POTUS

We are doing the release Monday, after it's signed. The event will be Tuesday.

From: Ford, Hayley
Sent: Thursday, March 29, 2018 6:41 PM
To: Wehrum, Bill <Wehrum.Bill@epa.gov>; Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>; Bennett, Tate <Bennett.Tate@epa.gov>; Letendre, Daisy <letendre.daisy@epa.gov>
Cc: Ferguson, Lincoln <ferguson.lincoln@epa.gov>; Jackson, Ryan <jackson.ryan@epa.gov>
Subject: FW: MTE Event Monday with POTUS

FYI – it looks like we are back to our original plan for the MTE announcement. Lincoln was going to run by the Administrator, but we should proceed as we were going to, with doing press/announcement tomorrow and then our big event next Tuesday.

Thanks!

Hayley Ford

Deputy White House Liaison and Personal Aide to the Administrator
 Environmental Protection Agency
ford.hayley@epa.gov
 Phone: 202-564-2022
 Cell: 202-306-1296

From: Liddell, Christopher P. EOP/WHO Ex. 6 - Personal Privacy
Sent: Thursday, March 29, 2018 1:54 PM
To: Ford, Hayley <ford.hayley@epa.gov>
Cc: Jones-O'Brien, Quinn M. EOP/WHO Ex. 6 - Personal Privacy Moorhead, Quellie U. EOP/WHO
Ex. 6 - Personal Privacy Ferguson, Lincoln <ferguson.lincoln@epa.gov>; McGinley, William J. EOP/WHO
Ex. 6 - Personal Privacy Haidet, Michael B. EOP/WHO Ex. 6 - Personal Privacy
Subject: RE: MTE Event Monday with POTUS

We discussed this at the Chief of Staff scheduling meeting this morning , and unfortunately there is no time that works on Monday given the other POTUS commitments

You should proceed with your own event as desired/appropriate

Separately , I believe that Bill or Mike (copied here) will be back to you with a positive result on the April 6th EO signing

Chris

Message

From: Bowman, Liz [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=C3D4D94D3E4B4B1F80904056703EBC80-BOWMAN, ELI]
Sent: 3/29/2018 10:19:05 PM
To: Bolen, Brittany (bolen.brittany@epa.gov) [bolen.brittany@epa.gov]; Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]; Wehrum, Bill [Wehrum.Bill@epa.gov]
Subject: For Review: MTE Release -- CLOSE HOLD
Attachments: MTE Draft comms.docx

Attached, please find the updated version of the MTE release for Monday, after it's signed. I understand some of this information is still pending, but want to get the draft ready to go. Please review this and keep a close hold on the release.

Thank you,

Liz

Message

From: Bowman, Liz [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=C3D4D94D3E4B4B1F80904056703EBC80-BOWMAN, ELI]
Sent: 3/29/2018 9:38:02 PM
To: Jahan Wilcox (wilcox.jahan@epa.gov) [wilcox.jahan@epa.gov]; Abboud, Michael [abboud.michael@epa.gov]; hewitt.james@epa.gov; Kelsi Daniell (daniell.kelsi@epa.gov) [daniell.kelsi@epa.gov]; Block, Molly [block.molly@epa.gov]; Beach, Christopher [beach.christopher@epa.gov]
CC: Tate Bennett (Bennett.Tate@epa.gov) [Bennett.Tate@epa.gov]; Daisy Letendre (letendre.daisy@epa.gov) [letendre.daisy@epa.gov]; Konkus, John [konkus.john@epa.gov]
Subject: MTE Event

Please let me know if you would like to be the press person on the ground next Tuesday with Daisy, Tate and John for the MTE announcement. We need someone to manage any press on the ground.

James also mentioned getting local Sinclair station to cover, along with Bloomberg TV. I think that would be a good idea, so we are going to book those stations.

Thanks,

Liz Bowman
U.S. Environmental Protection Agency (EPA)
Office: 202-564-3293

Message

From: Bowman, Liz [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=C3D4D94D3E4B4B1F80904056703EBC80-BOWMAN, ELI]
Sent: 3/28/2018 9:31:17 PM
To: Dennis, Brady [Brady.Dennis@washpost.com]; Eilperin, Juliet [Juliet.Eilperin@washpost.com]; Wilcox, Jahan [wilcox.jahan@epa.gov]
Subject: RE: follow up on that climate talking points email, and CAFE

Sure; this wasn't an official memo, but an email sent among career staff with information pulled from existing public statements on the issue.

From: Dennis, Brady [mailto:Brady.Dennis@washpost.com]
Sent: Wednesday, March 28, 2018 5:24 PM
To: Bowman, Liz <Bowman.Liz@epa.gov>; Eilperin, Juliet <Juliet.Eilperin@washpost.com>; Wilcox, Jahan <wilcox.jahan@epa.gov>
Subject: RE: follow up on that climate talking points email, and CAFE

Hey Liz,

Thanks for both of these. On the climate talking points, are you able to just say on the record that this is not an official memo and that it was sent between career employees, or whatever you'd like to say on that? It's not a long story. But I think that's certainly worth noting.

From: Bowman, Liz [mailto:Bowman.Liz@epa.gov]
Sent: Wednesday, March 28, 2018 5:22 PM
To: Eilperin, Juliet <Juliet.Eilperin@washpost.com>; Wilcox, Jahan <wilcox.jahan@epa.gov>; Dennis, Brady <Brady.Dennis@washpost.com>
Subject: RE: follow up on that climate talking points email, and CAFE

[EXTERNAL EMAIL]

With regard to MTE, we value all feedback and have been assessing company and stakeholder comments, as we continue to work through the MTE process.

On Background: I just read the article posted by HuffPost, and it does not accurately portray the situation. This isn't a memo, it's an email that a career employee in the office of policy sent to his colleagues with some talking points that were provided to him from a career employee in the office of public affairs. Those were bullets that a career person in our office pulled from either comments that the Administrator made publicly or our QFRs to Congress. This is not an official memo; this is simply an email among colleagues, based on information developed by someone in our office. The HuffPost piece is really blowing it up to be something sensational, when it's really not.

From: Eilperin, Juliet [mailto:Juliet.Eilperin@washpost.com]
Sent: Wednesday, March 28, 2018 5:16 PM
To: Wilcox, Jahan <wilcox.jahan@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>; Dennis, Brady <Brady.Dennis@washpost.com>
Subject: follow up on that climate talking points email, and CAFE

Hey there, Jahan, we never got the statement about those climate talking points, can you send that as soon as you get a moment?

And on CAFE, we are posting a story in the morning which just talks about the intra-administration discussion on this issue. We may follow up tomorrow once it posts, but do you want to give us any statement to have in there when it goes online? We are mentioning that Pruitt has met with GM's CEO, and will meet with Ford officials soon, and they're pushing to keep the standards largely in place with additional flexibility. Meanwhile NHSTA is pushing for significantly lower targets in 2025, perhaps as low as 34.5 MPG as the bottom option. We will mention that Bill Wehrum met with Mary Nichols on Tuesday. And if there's a way we can say you will roll out the mid-term review announcement with the National Association of Car Dealers next week, that would be ideal.

Thanks, Juliet

Juliet Eilperin
Senior National Affairs Correspondent
Washington Post
Juliet.eilperin@washpost.com
(O) 202-334-7774
(C) 202-302-3663
@eilperin

Message

From: Bowman, Liz [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=C3D4D94D3E4B4B1F80904056703EBC80-BOWMAN, ELI]
Sent: 3/28/2018 5:16:36 PM
To: Krisher, Tom [tkrisher@ap.org]
Subject: Re: Fuel economy

That's MTE

On Mar 28, 2018, at 12:05 PM, Krisher, Tom <tkrisher@ap.org> wrote:

I thought you folks were involved in the review of the Obama administration EPA decision?

From: Bowman, Liz <Bowman.Liz@epa.gov>
Sent: Wednesday, March 28, 2018 12:04 PM
To: Krisher, Tom <tkrisher@ap.org>
Cc: Press <Press@epa.gov>
Subject: Re: Fuel economy

CAFE announcements come from NHTSA

On Mar 28, 2018, at 11:49 AM, Krisher, Tom <tkrisher@ap.org> wrote:

Hello,
 It looks like Julia is out of the office until next week. Would someone be able to tell me off the record and for planning purposes only what the timing is for the CAFE announcement?
 Thanks,
 Tom

Sent: Wednesday, March 28, 2018 11:46 AM
To: Krisher, Tom <tkrisher@ap.org>
Subject: Automatic reply: Fuel economy

I am out of the office, retuning on Monday, April 2. If you need help with a press inquiry, please re-send your email to press@epa.gov. Thanks, Julia P. Valentine, Office of Public Affairs, US EPA

The information contained in this communication is intended for the use of the designated recipients named above. If the reader of this communication is not the intended recipient, you are hereby notified that you have received this communication in error, and that any review, dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify The Associated Press immediately by telephone at +1-212-621-1500 and delete this email. Thank you.

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Message

From: Bowman, Liz [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=C3D4D94D3E4B4B1F80904056703EBC80-BOWMAN, ELI]
Sent: 4/3/2018 1:24:47 PM
To: Ross Eisenberg [REisenberg@nam.org]; Bennett, Tate [Bennett.Tate@epa.gov]
Subject: RE: NAM In The News (Detroit Free Press): Trump to roll back fuel standards for cars, light trucks

Thank you, Ross.

From: Ross Eisenberg [mailto:REisenberg@nam.org]
Sent: Tuesday, April 3, 2018 9:12 AM
To: Bennett, Tate <Bennett.Tate@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>
Subject: FW: NAM In The News (Detroit Free Press): Trump to roll back fuel standards for cars, light trucks

Our statement on the midterm evaluation got picked up by the Detroit Free Press yesterday; article below. NAM and Auto Alliance quotes are about halfway down.

I also did a radio interview with CBS Los Angeles; not sure if it has run yet.

Trump to roll back fuel standards for cars, light trucks

Detroit Free Press

Todd Spangler and Eric Lawrence

April 2, 2018

<https://www.freep.com/story/money/cars/2018/04/02/epa-roll-back-mpg-standards/479082002/>

WASHINGTON — The Trump administration on Monday announced that it would revise tough mileage-per-gallon fuel standards for cars and light trucks, saying those rules agreed to during President Barack Obama's time in office were "not appropriate."

"The Obama administration's determination was wrong," said Scott Pruitt, head of the U.S. Environmental Protection Agency. "Obama's EPA cut the midterm evaluation process short with politically charged expediency, made assumptions about the standards that didn't comport with reality, and set the standards too high."

Pruitt did not say precisely when new standards, which could ease burdens on Detroit's automakers while outraging environmentalists, would be set but federal agencies are expected to propose new options for fuel efficiency standards in the next several months with a public comment period to follow before one of the options is finalized.

The entire process could take until late this year or early next before the new fuel standards -- which are only expected to impact vehicles in the 2022 model year and beyond -- take effect. In the meantime, a schedule of increasing fuel standards which would hit an average of 41.7 miles-per-gallon across the fleet of U.S. cars and light trucks by model year 2020 would remain in place.

The Trump administration had been signaling the move since last year. But it means several states, led by California, will likely press federal courts to allow them to keep their own tougher standards in place, which could in turn force automakers to produce different cars for sale in different areas -- a practice they are loathe to do.

Even as automakers said they remained committed to protecting the environment, however, environmentalists argued that any rollback in standards could hurt human health and exacerbate climate change.

At the American Lung Association, President and CEO Harold Wimmer said transportation emissions remain the largest contributor of carbon pollution in the U.S. and that weakening standards could pose a threat to Americans living with chronic diseases such as asthma.

"The Trump administration's decision will take America backward by jeopardizing successful safeguards that are working to clean our air, save drivers money at the pump and drive technological innovation that creates jobs," added Luke

Tonachel, director of the Natural Resources Defense Council's Clean Vehicles and Fuels Project. "The American public overwhelmingly supports strong vehicle standards."

Last week, with Pruitt expected to make an announcement any day, Jack Gillis, director of public affairs at Consumer Federation of America, said, "American families cannot afford to spend more money at the pump. They do not deserve to be saddled with gas-guzzling vehicles that will wreak havoc on their household finances when gas prices inevitably spike again."

Some automakers and other manufacturers on Monday made clear their belief that the EPA's ruling was the right one in order to keep vehicles affordable and let businesses — not bureaucrats — take the lead in determining how best to increase fuel economy standards and reduce pollution while protecting their own bottom lines.

"This was the right decision and we support the administration for pursuing a data-driven effort and a single national program as it works to finalize future standards," said Gloria Bergquist, vice president of communications and public affairs for the Alliance of Automobile Manufacturers, a trade group that represents General Motors, Ford, Fiat Chrysler, Toyota, Honda and others.

"Today's announcement was the expected necessary step that sets in motion a future rulemaking where the government will propose a range of alternatives — sharing the data gathered to support various options — and seek public comments," Bergquist said. "(To) ensure ongoing fuel economy improvement, the wisest course of action is to keep new vehicles affordable so more consumers can replace an older car with a new vehicle that uses much less fuel — and offers more safety features."

At the National Association of Manufacturers, Ross Eisenberg, vice president for energy and resources policy, said there remains support to cut greenhouse gas emissions and raise fuel economy standards but that those standards "should be updated based on lessons that have been learned from prior years, using the most current data."

"Ultimately, manufacturers need a single national program that provides regulatory certainty and maintains vehicle affordability," Eisenberg said.

Bergquist also said that it is critical to maintain a "single national" standard for vehicles and that automakers will work with environmentalists, California officials and the National Highway Traffic Safety Administration to attempt to do so.

But there is no guarantee such an effort will succeed. California Attorney General Xavier Becerra last year filed a lawsuit along with other states in an attempt to force the Trump administration to meet the tougher standards.

Following the announcement Monday, Becerra said he was reviewing the determination and that he was "ready to file suit if needed to protect these critical standards and to fight the administration's war on our environment."

Automakers moved quickly to make clear that they plan to be conscientious stewards of the environment despite the expected reduction in fuel efficiency standards.

General Motors said that, regardless of what standard is ultimately set, it remained committed to "improving fuel economy, reducing emissions and an all-electric future," including working on shared and self-driving vehicles which could cut pollution.

Ford's John Cangany, the company's spokesman for corporate social responsibility, said Ford never asked the administration for a rollback and continues "to support increasing clean car standards through 2025."

"We will continue to work with EPA, NHTSA (the National Highway Traffic Safety Administration) and California on one national standard with additional flexibility to help us provide more affordable options for our customers," Cangany said.

In recent days, media reports have suggested that the Trump administration might be looking to propose weaker standards than even automakers wanted instead of simply giving them flexibility in meeting current ones. Ford's top leaders, for instance, recently said they remained committed to carbon emission reductions consistent with those set under the Paris Climate Accord, even though Pruitt and Trump have announced the U.S. will withdraw from that agreement.

"The rollback of U.S. emissions and fuel economy standards, which come as no surprise, will not suddenly prompt automakers to abandon all plans for cleaner, more fuel-efficient vehicles," said Michelle Krebs, executive analyst for Autotrader. "These are global automakers who see the rest of the world marching in a different direction."

"The disconnect in the U.S.," Krebs added, "is that consumers don't favor clean, highly fuel-efficient vehicles like electrics and hybrids, particularly as gas prices remain low and consumers opt for sport-utility vehicles. EV (electric vehicle) and hybrid sales account for a miniscule 3% or less of the entire new car market annually."

Automakers, state officials, environmentalists and federal regulators had agreed back in 2011 to increase fuel efficiency standards to average 34.5 mpg by 2016 across the fleet of American cars and trucks with the figure then to grow to 54.5 mpg by 2025.

But that process called for a so-called midterm review, during which time automakers and others wanted to be given more flexibility in reaching the greater number. Gas prices -- which had averaged \$3.60 a gallon in 2012, according to the American Automobile Association -- had tumbled to \$2.40 a gallon by 2015 and have remained low, fueling sales of more profitable, larger vehicles, which while becoming more fuel-efficient overall may not meet the standard.

Automakers have continued at the same time to work on bringing new electric models to market though they remain a small portion of the overall fleet.

Before Obama left office in early 2017, the EPA said it had completed its review and issued a ruling keeping the higher fuel efficiency average in place for model years 2022-2025 — a decision that President Donald Trump made clear last year he intended to revisit.

Pruitt said Monday that his agency's new midterm evaluation determined that the standards needed to be revised, though he didn't make any suggestions as to what would be an appropriate new standard to be set in the future. Under the Clean Air Act, EPA sets national standards for vehicle tailpipe emissions of certain pollutants, though California has long had a waiver to impose tougher standards.

The EPA said it was reviewing California's waiver as well.

"Cooperative federalism doesn't mean that one state can dictate standards for the rest of the country," Pruitt said in a news release. "EPA will set a national standard for greenhouse gas emissions that allows auto manufacturers to make cars that people both want and can afford."

Message

From: Google Alerts [googlealerts-noreply@google.com]
Sent: 4/6/2018 4:08:15 PM
To: DeLuca, Isabel [DeLuca.Isabel@epa.gov]
Subject: Google Alert - greenhouse gas data

Google Alerts

greenhouse gas data

Daily update - April 6, 2018

NEWS

EPA sued by 14 states over delay in methane emission standards

KFGO

And the EPA that month halted efforts to collect **data** from fossil fuel operations to prepare performance standards that states would have to follow in ... Pound for pound, it traps significantly more heat in the atmosphere than carbon dioxide, the most prevalent **greenhouse gas**, though its effects are ...

EPA Switches Gears on Emission Standards - Law.com

Limbaugh: Don't let the Left do it to Pruitt - Conservative Review

[Full Coverage](#)[Flag as irrelevant](#)

Who Expects Car Companies to Willingly Go Green?

CityLab

On Monday, the Environmental Protection Agency announced that it will revise federal fuel efficiency and **greenhouse gas** emissions standards. ... The Automotive Alliance stresses that it has not been pressing the EPA to scrap CAFE, but to re-evaluate it using current emissions **data** and market trends.

[Flag as irrelevant](#)

Kennedy Calls for Rapid Repair to Natural Gas Pipeline Leaks

Zip06.com

Statewide natural gas leakage **data** is not well documented or understood by either utility companies or the State because under existing Connecticut law ... rate of **greenhouse gas** emissions, that current Connecticut law permits gas utility companies to avoid fixing their pipelines," said Senator Kennedy.

[Flag as irrelevant](#)

15 states — not Montana — suing EPA for not enforcing oil, gas pollution controls

Missoula Current

EPA **data** from a 2015 report, Inventory of U.S. **Greenhouse Gas** Emissions and Sinks, found methane from the fossil fuel industry accounts for 31 percent of all total methane emissions in the U.S. and 10 percent of all **greenhouse gas** emissions generated by human activity. "Over and over again, the ...

[Flag as irrelevant](#)

One Reform EPA Should Make To Fuel Economy Rules That No One Is Talking About

The Fuse (blog)

"The agency's January 2017 Determination was completed at a time when the trends and **data**... showed that the majority of the major car-manufacturing companies were "over-complying" with their relative **GHG** compliance requirements and building up credits. EPA's latest **data** show that starting in MY ...



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AG Shapiro sues EPA for ignoring responsibility under Clean Air Act to control methane pollution

FOX43.com

Methane is an extremely potent **greenhouse gas**, warming the climate about 80-times more than carbon dioxide over a 20-year timeframe. ... and has long had ample **data** on cost-effective measure for controlling methane emissions from oil and natural gas sources, for example, through the Natural Gas ...



Flag as irrelevant

Auction pushes forward for zero-carbon resources, including Millstone

theday.com

Regulators say if a resource such as Millstone convinces them it's at risk of retirement, its bid will be evaluated based on price and benefits such as fuel diversity, grid reliability and **greenhouse gas** avoidance. Without a determination by the Public Utilities Regulatory Authority that a resource is ...



Flag as irrelevant

Aspiration aims for socially and environmentally responsible banking

Bankrate.com

Things like how well the grocery store pays its employees or the amount of **carbon** dioxide **emissions** an ecommerce site generates when shipping goods to your door. Many users are genuinely interested in these issues, but getting accurate and granular **data** on one's personal impact is very difficult.



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EPA Revising Greenhouse Gas Emissions Standards For Cars And Light Duty Trucks

Lexology

EPA Administrator Pruitt announced on Monday that the Agency has completed a midterm evaluation of **greenhouse gas** emissions standards for cars and light-duty trucks for the model years 2022-2025. He has determined that the **data** is not sufficient to support the standards as currently written and ...



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EPA's move to weaken fuel-efficiency rule is the gift automakers asked for

Center for Public Integrity

With her team at the U.S. Environmental Protection Agency, other government officials and engineers from 15 automakers, she pored over proprietary **data** and hashed out which **fuel**-economy standards would be achievable. Trade associations and companies' Washington lobbyists were not invited.

Automakers Went to Incredible Lengths to Convince the EPA to Roll Back Fuel Standards - Mother Jones
Full Coverage



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This low-carbon plan comes with an economic upside

Phys.Org

In plotting a course to meet The City of Calgary's ambitious goal of reducing **greenhouse gas** emissions by 80 per cent by 2050, their research shows ... the economics of climate change, and they in turn brought us in as local experts to provide context and **data** specific to this community," Bergerson says.



Flag as irrelevant

Sexy ads created hot demand for SUVs. Now automakers are using those preferences to weaken ...

CNBC

The Trump administration plans to weaken vehicle **greenhouse gas** emission standards citing auto industry complaints that the current targets are too ... According to **data** collected by Alphonso – a TV ad tracking firm - and analyzed by my organization, nine of the 10 vehicles most heavily advertised on ...

Sexy SUV ads created a macho mythos that's now being used to attack fuel standards - Yahoo Finance UK

Full Coverage



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AG Healey sues EPA for failing to regulate methane emissions

Sampen

... has about 86 times the global warming potential of **carbon** dioxide. According to the EPA, the oil and **gas** sector is the largest emitter of methane in the U.S., accounting for a third of total U.S. methane **emissions**. Based on EPA **data**, estimates show that roughly \$1.5 billion worth of natural **gas** – enough ...



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Clearing The Clutter For Consumers

PYMNTS.com

This week felt a bit like the hacking Olympics, with Panera, Saks Fifth Avenue and Sears as just a small sample of the retailers who reported **data** and curb harmful **greenhouse gas** emissions by providing a fun, cost-effective mode of transportation that integrates with other public transit systems to ...



Flag as irrelevant

Eco-efficiency in Cement and Concrete: Advancing Sustainability with Connected Devices

ForConstructionPros.com

Because the cement industry has historically been a major contributor to **greenhouse gas** emissions, there is an opportunity today to significantly reduce ... uses sensors, **data** analytics and automated inputs to not only save customers time and money, but also to significantly reduce their carbon footprint.



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China leads global solar energy investment as US, Europe lag

WBOY-TV

The report , based on **data** from Bloomberg New Energy Finance, found renewable energy investments in the United States by six percent, while in ... Although this increased share amounts to a savings of 1.8 gigatons of carbon dioxide - a key **greenhouse gas** - it's not enough to offset rising global ...



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Climate summit considers 'the new norm'

St. Louis Review

"We don't need any more **data** to be convinced that global warming is happening. Now you can speculate all you want ... The scientific consensus is that global warming has been occurring and much of it has been and is caused by **greenhouse gas emissions**, Fishman said. He added that Pope Francis' ...



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Study shows environmental value of refurbishing smart phones and tablets

Recycling International

'If one considers the **data** calculated by Fraunhofer for all smartphones purchased in Germany last year - regardless of the brand - it is possible to calculate that their refurbishing alone is able to save some 1.4 million tonnes of **greenhouse gas emissions**,' comments Jan Höschel, head of the ReUse ...



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Your Evening Briefing

Bloomberg

Investors worried about Facebook's **data** security, however, might not need to worry—some on Wall Street think the worst is over for its stock. —Katie ... A startup wants to transform the industry with vegan kibble straight from the lab to address the millions of tons of **greenhouse gases** that pets release.



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UK Government Hampering Solar Panel Use With Poor Feed-In Tariffs

OilVoice

This is not good enough and it is time for a radical rethink to get people to change the way they interact with energy, and the consequential **carbon emissions**, for the long term." **Data** released by the Government on 29th March 2018** shows that in 2017 the average electricity bill across all payment types ...



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EDITORIAL: Carbon tax a poor policy choice

Winnipeg Sun

The Ecofiscal Commission released some polling **data** this week that showed, among things, many Canadians in provinces that have had **carbon** pricing — in some cases for years — didn't even know their province was levying the tax. Also, most preferred regulation requiring cuts to **emissions** rather ...



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SC County: a gold standard for innovative programs

The Tracy Press

The **Data** Posse Team was a collaboration between members of the Information Services Department and the Sheriff's Office to create an app designed to ... energy cost savings, the creation of local jobs, an increase in the use of renewable energy sources and a reduction in **greenhouse gas emissions**.



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DEQ's Regulation On Forest Biomass Do Not Reflect Carbon Neutrality

The Republican Standard

Recent **data** from the U.S. Forest Service shows that forests in Virginia grew at a rate double than what was harvested in 2016. This indicates that the forests are sequestering carbon, staving off the increase in **carbon emissions** in the state. As well, forest numbers throughout the U.S. grew at twice the ...



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Forest Fire Vulnerability

Greater Kashmir

This visibly doesn't anyway help location and monitoring of forest fires spots occurring in Kashmir region, until recent **data** on forest fire alerts is made ... Forest fires have recently assumed dimensions which have not only added to the global **greenhouse gas** emissions but have also altered the ...



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Jamaica praised for work to reduce motor-vehicle emissions

Jamaica Observer

Programme Officer, UNEP, Tatiana Romero, said Jamaica "has taken important and relevant steps" to address vehicle emissions, through various ... proposals for policy and legislation to support actions at the national level for the mitigation of **greenhouse gas** emissions in the road transport sector.



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Dr Wheatley welcomes launch of LNG-fuelled vehicles by IGL

Jamaica Observer

Science, Energy and Technology Minister, Dr Andrew Wheatley (left) listens to a point being made by General Manager of IGL Limited, Wayne Kirkpatrick (right), at the launch of the **gas** company's liquefied natural **gas** (LNG) tractor heads at Devon House, St. Andrew on April 4. Others (from second left) ...



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EPA to roll back fuel economy rules as battle with California looms

MultiBriefs Exclusive (blog)

The EPA under Administrator Scott Pruitt has consistently undone Barack Obama-era regulations meant to curb **greenhouse gas** emissions and, like the ... However, as The New York Times explained, recent **data** put the 2016 national fuel economy number well below the mandated number for the ...



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Sustainable technology company achieves operating breakthrough

Plastics in Packaging

Said Charles Sorensen, technology officer at Anellotech: "In a relatively short time our pilot plant has generated a large amount of high-quality **data** ... to reduce **greenhouse gas** emissions associated with the manufacture of polymers and products such as ABS, nylons, polycarbonates, polyurethanes, ...



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Agriculture sector faces greatest impact from climate change

Sun.Star

The Department of Agriculture (DA) Central Luzon **data** showed that some P4.8 billion of the damage was on the region's rice crops and just before 2015 ... In fact, agriculture contributes one-third of the **greenhouse gas** emissions and most of these come from burning plant materials and use of inorganic ...



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Message

From: POLITICO Pro Energy [politicoemail@politicopro.com]
Sent: 4/2/2018 8:16:06 PM
To: DeLuca, Isabel [DeLuca.Isabel@epa.gov]
Subject: Afternoon Energy: Rollin' out rollbacks — Where did that come from? — Trade war

By Garrett Ross and David Beavers | 04/02/2018 04:14 PM EDT

With help from Kelsey Tamborrino

ROLLIN' OUT ROLLBACKS: EPA is set to revise Obama-era auto emissions regulations, Pro's Alex Guillén and Emily Holden report. The changes "will ensure that auto-manufacturers can make cars that consumers both want and can afford. They will also treat all advanced vehicle technologies the same, including the potential natural gas vehicles and the role of high-octane fuels," according to an email sent by Tate Bennett, associate administrator for public engagement and environmental education, this morning to supportive groups outside the agency. EPA Administrator Scott Pruitt is expected to formally announce the decision on Tuesday. Pruitt's determination triggers a new round of notice-and-comment rulemaking to revise the standards for 2022-2025 model year cars and light trucks. A proposal describing the changes could come as soon as this summer, but the timeline is still unclear. Read more [here](#).

In announcing the decision today, Pruitt said that he will put pressure on California to fall in line with federal auto emissions regulations, though he held off on revoking the state's waiver to enforce the standards, Alex reports. "Cooperative federalism doesn't mean that one state can dictate standards for the rest of the country," Pruitt said in a press release. California regulators have indicated they are unlikely to agree to any changes to the program unless EPA agrees to issue standards continuing to require more efficient vehicles for model years 2026-2030.

Pruitt also took the opportunity to slam the Obama administration, which he said was "wrong" in its determination on the issue. "Obama's EPA cut the midterm evaluation process short with politically charged expediency, made assumptions about the standards that didn't comport with reality and set the standards too high," Pruitt said. Read more from Alex [here](#).

Welcome to Afternoon Energy! We're your hosts Garrett Ross and David Beavers. Send suggestions, news and tips to gross@politico.com, dbeavers@politico.com, mdaily@politico.com and njuliano@politico.com, and keep up with us on Twitter at [@garrett_ross](https://twitter.com/garrett_ross), [@davidabeavers](https://twitter.com/davidabeavers), [@dailym1](https://twitter.com/dailym1), [@nickjuliano](https://twitter.com/nickjuliano), [@Morning_Energy](https://twitter.com/Morning_Energy) and [@POLITICOPro](https://twitter.com/POLITICOPro).

WHERE DID THAT COME FROM? A PAC with ties to Interior Secretary Ryan Zinke is facing increased scrutiny from the FEC over previously unreported contributions from the first six months of 2017, Pro's Ben Lefebvre reports. The committee in question, SEAL PAC, was headed by Vincent DeVito, an Interior spokesman, during most of the period. The discrepancy — of \$600,000 — is large enough that the FEC will almost certainly launch a more thorough investigation, said Brett Kappel, a partner at Akerman LLP and expert in campaign finance law.

It's the second time in six months that FEC has asked SEAL PAC about a discrepancy in its books while DeVito was treasurer. In November, regulators asked the PAC [to account](#) for \$200,000 in cash on hand that suddenly appeared on its books between Dec. 31, 2016, and Jan. 1, 2017. SEAL PAC was started by Zinke when he was elected to Congress in 2014, but he disaffiliated himself from the group after joining Trump's Cabinet last year. Read more [here](#).

TRADE WAR: In retaliation for President Donald Trump's tariffs on imported steel and aluminum, China starting today is moving forward with a plan to levy duties on 128 U.S. products worth more than \$3 billion in exports, Pro's Megan Cassella reported Sunday night. According to Reuters, U.S. ethanol will be among the products slapped with an additional 15 percent tariff. The existing 30 percent duty, in place since January 2017, had already slowed the flow of U.S. ethanol to China, which is working to meet the government target of 10 percent ethanol in gasoline by 2020. The new tariffs will boost the cost of U.S. imports on par with domestic prices, analysts told Reuters. Read more here.

A WIN FOR SALMON: The 9th Circuit Court of Appeals has ruled that controversial dam operations on the Columbia and Snake rivers must forgo hydropower production during key times of the year in order to protect endangered salmon, Pro's Annie Snider reports. The ruling sides with the state of Oregon, the Nez Perce tribe and nearly a dozen conservation groups. It upholds a lower court's decision requiring that water be spilled over the top of dams along the Columbia River System — including the powerhouse Grand Coulee dam, the largest power station in the U.S. — during periods when young salmon and steelhead migrate to the ocean. The DOJ argued that requiring such operations would cause electricity rates to spike and could threaten grid reliability. Unless the decision is successfully appealed, the federal agencies will need to release water over the top of dams beginning this spring. Read more from Annie here.

GREENPEACE HITS FORD IN AD: Greenpeace USA is turning up the heat on Ford Motor Co. to put the brakes on its efforts to roll back clean fuel standards. Following increased pressure from industry groups for EPA to roll back CAFE standards, Greenpeace released a satirical video today depicting a fictional car, the "Ford Future," that is outfitted with particle masks, which Greenpeace says is meant to show the detriments that could come to the environment if Ford and the Auto Alliance "continues to undermine clean car standards." In a press release touting the video, Greenpeace pointed to the efforts by industry groups led by the Koch brothers in pressing for EPA to revoke the California waiver from the Clean Air Act. See the ad here.

TRUMP'S FAVORITE LOBBYIST: Only one year after Brian Ballard, Donald Trump's Florida finance chairman and one of his top fundraisers during the campaign, signed a lease to open a Washington office for his longtime, eponymous Florida lobbying firm, he had to move into a new space to accommodate all the new staff he's hired. Theodor Meyer profiles the Trump whisperer for POLITICO Magazine: "Ballard is a veteran Florida lobbyist who's been in Washington for barely a year — the blink of an eye in an industry in which many of the top practitioners have spent decades inside the Beltway. But Ballard is closer to the president than perhaps any other lobbyist in town.

"He's parlayed that relationship into a booming business helping clients get their way with the Trump administration — and his clients and even some of his rivals say his firm has a better grasp of what's going on in the West Wing than almost anyone else on K Street." Among Ballard's clients are Sunrun and Vivint Solar; Florida Power & Light, a subsidiary of NextEra Energy Inc.; and APR Energy, a Jacksonville, Fla.-based mobile turbine provider. He was also involved in the lobbying efforts on behalf of foreign solar panel companies when the Trump administration was weighing whether to impose tariffs on the devices. Read more here.

QUICK HITS:

- Investors stunned over oil producer's climate-change exemption, Axios.
- India's biggest renewable-energy deal has been sealed, Quartz.
- Trump administration sues California over state law on federal land transfers, POLITICO.

WIDE WORLD OF POLITICS:

- 'It sucks': Senators fume over McConnell's tight grip
- Trump blasts DOJ, FBI, news media, Amazon, Mexico
- White House appears to shift explanation on whether Shulkin resigned or was fired

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<https://www.politicopro.com/newsletters/afternoon-energy/2018/04/rollin-out-rollbacks-156492>

Stories from POLITICO Pro

EPA will revise Obama-era auto standards [Back](#)

By Alex Guillén and Emily Holden | 04/02/2018 02:15 PM EDT

EPA will revise auto emissions regulations set by the Obama administration, according to a set of agency talking points reviewed by POLITICO.

"Based on EPA's review and analysis of the comments and information received, and the Agency's own analysis, the Administrator believes that the current GHG emission standards for MY 2022-2025 light-duty vehicles are not appropriate and should be revised," Tate Bennett, associate administrator for public engagement and environmental education, wrote in an email this morning to supportive groups outside the agency.

The changes "will ensure that auto-manufacturers can make cars that consumers both want and can afford," Bennett's email said. "They will also treat all advanced vehicle technologies the same, including the potential natural gas vehicles and the role of high-octane fuels."

The move was widely expected following automakers' request for the Trump administration revisit the rules.

Those opposed to changing the standards, including California regulators and environmentalists who helped create the original rules, say weakening them will cost consumers more in the long run because of higher fuel usage. California is authorized to enforce higher standards inside its borders and in a dozen other states, raising the threat of automakers facing two sets of requirements.

Standards for model year 2022-2025 vehicles were set by a 2012 rule that also directed EPA to conduct a "midterm" review. In the event automakers would not be able to reach those later standards, EPA could revise them.

EPA Administrator Scott Pruitt is expected to formally announce the decision on Tuesday.

WHAT'S NEXT: Pruitt's determination triggers a new round of notice-and-comment rulemaking to revise the standards for 2022-2025 model year cars and light trucks. A proposal describing the changes could come as soon as this summer, but the timeline is still unclear.

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Pruitt: California can't 'dictate' car rules [Back](#)

By Alex Guillén | 04/02/2018 02:53 PM EDT

EPA Administrator Scott Pruitt today stopped short of announcing plans to revoke California's waiver to enforce more stringent auto emissions standards, but indicated he will pressure the state to fall in line behind federal rules.

"Cooperative federalism doesn't mean that one state can dictate standards for the rest of the country," Pruitt said in a press release formally announcing his [decision](#) to revise rules for model year 2022-2025 vehicles.

"EPA will set a national standard for greenhouse gas emissions that allows auto manufacturers to make cars that people both want and can afford — while still expanding environmental and safety benefits of newer cars," Pruitt continued. "It is in America's best interest to have a national standard, and we look forward to partnering with all states, including California, as we work to finalize that standard."

California regulators have indicated they are unlikely to agree to any changes to the program unless EPA agrees to issue standards continuing to require more efficient vehicles for model years 2026-2030.

Pruitt also took a swipe at the Obama administration, which in its own January 2017 determination [said](#) the current rules were achievable.

"The Obama EPA's determination was wrong," Pruitt said. "Obama's EPA cut the midterm evaluation process short with politically charged expediency, made assumptions about the standards that didn't comport with reality and set the standards too high."

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FEC probes discrepancies at former Zinke PAC [Back](#)

By Ben Lefebvre | 11/21/2017 04:50 PM EDT

The Federal Election Commission is asking a leadership PAC previously affiliated with Interior Secretary Ryan Zinke to provide more details about its direct mail spending and to account for a \$200,000 discrepancy in its account, among other issues in its most recent campaign finance report.

SEAL PAC, which Zinke launched after winning his first congressional race in 2014, has until Dec. 26 to address the issues identified by the FEC, according to a request sent Monday. The FEC also asks about incomplete information related to some donors, excess contributions and potentially misclassified spending, some of which occurred after Zinke's affiliation with the leadership PAC ended when he joined President Donald Trump's Cabinet in March.

When Zinke was in Congress, SEAL PAC raised most of its money from small-dollar donors and funneled it back to a handful of [political operatives](#) who have drawn criticism from other GOP candidates. That approach made it unusual among leadership PACs, which typically rely on large contributions and lawmakers use to spread donations among allied politicians.

In Monday's letter, the FEC asked SEAL PAC to further explain the money it spent on direct mail and related activities, which are responsible for the vast majority of the PAC's \$1 million in operating expenses so far this year. Most of the money was spent after Zinke left, but the committee relied on the same consultants it used in previous years.

The FEC also wants SEAL PAC to explain how its bank account nearly doubled in size on New Year's Day.

According to SEAL PAC's report covering the first six months of this year, it had \$408,882 in the bank on Jan. 1. But it reported having just \$215,633 cash on hand a day earlier, on Dec. 31, 2016, in its previous year-end report.

Vincent DeVito, who now works at Interior advising Zinke on energy policy, was SEAL PAC's treasurer until Zinke appointed him to his new position in May. DeVito signed the 2016 campaign finance report, which was updated several times, most recently on April 27.

SEAL PAC's current treasurer Barbara Lazaris did not respond to a call for comment. Interior spokeswoman Heather Swift said the department could not answer campaign-related questions.

The FEC also asked SEAL PAC to provide more information on contributions from two individuals who gave more than the \$5,000 contribution limit per election cycle. Most of those donations came in after Zinke had left.

The PAC also reported giving \$10,000 each to congressional campaigns run by GOP Reps. Jim Banks of Indiana and Scott Taylor of Virginia, double the legal limit. Both contributions were reported June 29.

"Although the Commission may take further legal action regarding the excessive contribution(s), your prompt action in obtaining a refund and/or redesignating the contribution(s) will be taken into consideration," the FEC wrote.

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FEC increases scrutiny of Zinke's former PAC [Back](#)

By Ben Lefebvre | 04/02/2018 02:09 PM EDT

The Federal Election Commission is asking a leadership PAC previously affiliated with Interior Secretary Ryan Zinke to account for more than \$600,000 of previously unreported contributions from the first six months of 2017.

For most of the period in question, the committee, SEAL PAC, was overseen by Vincent DeVito, who is now a top aide to Zinke at the Interior Department, and this is the second time federal regulators have looked into discrepancies during his tenure. Zinke launched SEAL PAC when he was elected to Congress in 2014 and disaffiliated himself from the group after being selected to join President Donald Trump's Cabinet; DeVito was listed as the group's treasurer until May, when he too joined the administration.

An Interior Department spokeswoman referred questions to the PAC. DeVito and SEAL PAC's current treasurer did not immediately respond to requests for comment Monday.

The \$600,000 discrepancy is large enough that the FEC will almost certainly launch a more thorough investigation, said Brett Kappel, a partner at Akerman LLP and expert in campaign finance law.

"Discrepancies of more than \$100,000 in a PAC's contributions or expenditures are generally referred to the FEC's Enforcement Division for an investigation," Kappel said.

SEAL PAC in January filed an amended FEC report that showed it raised just over \$1 million over the first six months of the prior year — an increase of \$607,776 compared with its original report on the first half of 2017. About 90 percent of that increase came from donors who gave less than \$200 apiece and did not have to disclose their names.

In a letter Sunday, the FEC asked SEAL PAC to "provide clarifying information as to why this activity was not disclosed on your original report." The FEC asked for a reply by May 7.

This is the second time in recent months the FEC has asked SEAL PAC about a discrepancy in its books while DeVito was treasurer. In November, regulators asked the PAC to account for \$200,000 in cash on hand that suddenly appeared on its books between Dec. 31, 2016, and Jan. 1, 2017.

In a separate letter Sunday, the FEC asked for more information on 20 donors whose employment information it deemed inadequate on SEAL PAC's campaign finance report covering the second half of 2017, after DeVito had left the group.

Zinke formed SEAL PAC days before his November 2014 election to Montana's lone congressional seat. He ended his affiliation with it to join Trump's Cabinet in March 2017. DeVito is now counselor to the secretary for energy policy, a newly created advisory position, and also running the department's energy royalty policy committee.

During Zinke's and DeVito's time with SEAL PAC, the group raised most of its money from small-dollar donors and funneled it back to a handful of D.C.-based political operatives who have drawn criticism from other GOP candidates. That made it unusual among leadership PACs, which typically rely on large contributions and spread donations among allied politicians.

More recently, government watchdog group Campaign Legal Center in February called on the FEC to investigate Zinke's appearance at a March 2017 fundraiser in the Virgin Islands for a separate PAC connected to many of the same operatives. The money raised at the event has still not shown up in campaign finance filings. An FEC spokesman said he could not comment on whether an investigation into the fundraiser was underway.

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China to retaliate with tariffs on 128 U.S. products beginning Monday [Back](#)

By Megan Cassella | 04/01/2018 08:49 PM EDT

China is moving forward with its plan to counter President Donald Trump's new tariffs on steel and aluminum, levying duties that will take effect Monday on more than \$3 billion in U.S. exports to the country.

In a statement Sunday, the Chinese government said it would impose the retaliatory tariffs on 128 products, according to an informal translation.

China will impose a 15 percent tariff increase on goods including American fruit and nuts and add a 25 percent tariff on pork, recycled aluminum and other goods, the government said.

The move to impose the duties comes just over a week after the Chinese Commerce ministry had announced it was considering tariffs on the goods. Just over a week later, those tariffs are taking effect.

The move is expected to lead to escalating tensions between the two large trading nations, leading many to worry that American farmers will be casualties in a tit-for-tat trade war.

The U.S. shipped more than \$1 billion of pork products to China last year, making it the No. 3 destination for exports after Japan and Mexico. The U.S. was China's top supplier of apples, cherries, walnuts and almonds.

Beijing argued in the statement Sunday that it would be imposing the duties "in order to safeguard China's interests and balance the losses caused by" the steel and aluminum tariffs, which took effect late last month.

It will move forward with the retaliatory measures under the World Trade Organization's safeguards agreement, which allows a country, after a period of consultation, to put in place tariffs to compensate for another country's export restrictions.

While the Trump administration has said the steel and aluminum tariffs are necessary to protect national security, Beijing rejected that argument in its statement and said they ran afoul of WTO rules.

China's responses, meanwhile, are "legitimate measures ... to use the rules of the World Trade Organization and safeguard its interests," the statement said.

More tariffs between the two countries are possible in the near future. In March, Trump unveiled another set of tariffs, which specifically target some \$60 billion in Chinese exports in response to what the White House has described as policies that force American tech companies to cough up intellectual property in order to access the Chinese market.

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Court chooses salmon over hydropower in Columbia River fight [Back](#)

By Annie Snider | 04/02/2018 02:34 PM EDT

The 9th Circuit Court of Appeals has sided with the state of Oregon, the Nez Perce tribe and nearly a dozen conservation groups, ruling that hotly contested dam operations on the Columbia and Snake Rivers must forgo hydropower production during key times of the year in order to protect endangered salmon.

The three-judge panel upheld a lower court's decision requiring that water be spilled over the top of dams along the Columbia River System, including the powerhouse Grand Coulee dam, the largest power station in the U.S., during periods when young salmon and steelhead migrate to the ocean. The hydropower turbines pose a threat to the fish.

The Justice Department, representing the National Marine Fisheries Service, Army Corps of Engineers and Bureau of Reclamation, had argued that requiring such operations would cause electricity rates to spike and could threaten the reliability of the electrical grid.

The ruling stems from a years-long battle over the nearly 100-year-old hydropower system along the Columbia and Snake rivers. Conservation groups and tribes with treaty fishing rights want the system altered and operated to benefit wildlife, including calling for the removal of four dams along the Snake River. As part of that litigation, the federal agencies are also working on an environmental impact statement for the system that has been the subject of congressional fights, with Rep. Cathy McMorris Rodgers (R-Wash.) filing a measure (H.R. 3144) to void that process, and Democratic lawmakers coming out in opposition.

WHAT'S NEXT: Unless they successfully appeal the decision, the federal agencies will need to release water over the top of dams beginning this spring. The ongoing environmental impact statement process will continue.

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The Most Powerful Lobbyist in Trump's Washington [Back](#)

By Theodoric Meyer | 04/02/2018 05:02 AM EDT

When Brian Ballard signed the lease last year for an office on the second floor of the Homer Building, a downtown Washington edifice that's home to a number of lobbying firms, he promised himself he would stay in the space for five years. He lasted one. In February, his firm, Ballard Partners, moved into a bigger office on the fourth floor to accommodate the new lobbyists Ballard has hired since the election of one of his former clients, President Donald Trump.

At the firm's first staff meeting in the new offices, Ballard and five of his Washington lobbyists sat in new leather chairs around a small conference table, with Ballard at the head. Robert Wexler, a former Democratic congressman from Florida whom Ballard hired last year, phoned in from Paris with an update on the firm's work for the Turkish government. Jamie Rubin, a former assistant secretary of state in the Clinton administration, called from Brussels and updated Ballard on a meeting he'd had with Moise Katumbi, an exiled opposition leader from the Democratic Republic of the Congo, who's a client.

"You'll be happy to hear that we signed the Maldives today," Syl Lukis, another Ballard lobbyist, told Rubin.

"Let's fire away quickly on Kosovo and Turkey," Ballard said. (The government of Kosovo is another Ballard client.)

Other Ballard lobbyists gave updates on their meetings with Trump administration officials and other work on behalf of the dozens of clients they represent in Washington, including Amazon, Dish Network, Uber, Pernod Ricard (the makers of Jameson whiskey and Absolut vodka) and Trulieve (a Florida-based medical marijuana company). Rebecca Benn, a former congressional staffer Ballard hired last year, updated Ballard and another lobbyist, Susie Wiles, on a meeting she'd set up for a client. "They were very, very happy — thank you, Susie — for the meeting at the White House last week," Benn said. "It went very, very well."

Ballard is a veteran Florida lobbyist who's been in Washington for barely a year — the blink of an eye in an industry in which many of the top practitioners have spent decades inside the Beltway. But Ballard is closer to

the president than perhaps any other lobbyist in town. He's parlayed that relationship into a booming business helping clients get their way with the Trump administration — and his clients and even some of his rivals say his firm has a better grasp of what's going on in the West Wing than almost anyone else on K Street. Ballard was one of the top fundraisers in the country for Trump's campaign and continues to raise millions for his reelection campaign. Wiles, one of his top lieutenants, ran Trump's campaign in Florida and delivered the nation's biggest swing state to the president.

Ballard's relationship with Trump has helped him solve a lucrative puzzle that has frustrated more established players. For all of the president's "drain the swamp" rhetoric, the new administration has given corporate America and its lobbyists the opportunity to revive dreams of tax cuts, regulatory rollbacks and rule changes that were mothballed during the Obama administration. But Trump also presents a challenge for the influence business — a White House in which key positions at least initially were as likely to be staffed by Trump loyalists as by old Washington hands with ties to K Street. Ballard has helped to bridge the gap. He's a Trump-friendly out-of-towner who can connect with the establishment — he is a close ally of Senator Marco Rubio as well as Charlie Crist, the former centrist Republican governor of Florida who is now a Democratic congressman — and make corporate clients comfortable.

Ballard isn't the only person in Trump's orbit who decided to try his or her luck in Washington. Campaign veterans from Corey Lewandowski, Trump's fired-but-never-forgotten campaign manager, on down have flocked to "the swamp" to lobby the administration — or, in Lewandowski's case, to offer clients a glimpse into Trump's thought process without actually registering to lobby. But Ballard appears to have landed the biggest fish. He has signed more than 60 clients since setting up shop in Washington after Trump's inauguration, including blue-chip companies like American Airlines and Sprint. Those clients paid Ballard nearly \$10 million last year for help navigating Trump's first year in office. (Those numbers don't include the \$3.1 million the firm says it brought in representing foreign clients such as Turkey and the Dominican Republic.)

"He's the only guy that's done it," said Robert Stryk, a lobbyist who runs in the same circles as some former Trump campaign hands and moved to Washington himself after the election. (Stryk's company, SPG, bills itself as a "private diplomacy" firm rather than a traditional lobbying shop.)

Lobbyists at some of Washington's established firms are quick to praise Ballard, but they also wonder how long his success can last, given the unique nature of the Trump administration. There are risks to building a shop around one principal's relationships. The now-defunct firms of Ed Gillespie, who was one of Washington's most powerful lobbyists during George W. Bush's administration, or Tony Podesta, who thrived under Barack Obama, might be regarded as cautionary tales. "Brian is building a strong Washington office, but the question is what happens when the circus leaves town," one Republican lobbyist with close ties of his own to the administration told me.

Unlike Lewandowski, who hasn't been able to resist boasting about his relationship with Trump as he hustles for clients, Ballard has taken pains to avoid the appearance of cashing in on his relationship with the president. He refuses to speak on the record about how often he talks with the president. But his clients say he's been able to figure out how the Trump administration works in a way no one else has. For now, at least, it's working for him.

Trump called Ballard in the days before he announced he would run for president. The two men have known each other for nearly 30 years. Ballard met Trump after picking up a copy of *The Art of the Deal* in the 1980s. He read the book and was so struck by it that he wrote Trump a letter telling him how much he'd enjoyed it. "I loved the idea of 15-minute meetings," Ballard told me years later. "That's one of the things in the book that still stands out to me." He later told the *Orlando Sentinel* that he didn't believe in meetings that lasted any longer. Trump wrote "this beautiful letter" back, Ballard says, and they kept in touch.

Ballard ended up working on and off as Trump's Florida lobbyist, helping the Trump Organization negotiate state and local government when issues came up with Trump's Doral golf club. A decade before Trump announced his presidential run, Ballard helped orchestrate a fundraiser in 2005 at Trump Tower in Manhattan for Crist's campaign for Florida governor. "A friend told me about his record," Trump told the *St. Petersburg Times* at the time, referring to Crist. "I checked him out. I met him, I liked him, and I said I could help."

Ballard, like most of Florida's Republican establishment, backed Jeb Bush in the primary, but when Trump called he offered to do what he could for his client. In September, as it became clear that Trump's lead in the polls wasn't going away, Ballard dispatched Wiles to New York to meet with Trump. Wiles was named the Trump campaign's Florida co-chairwoman a few weeks later.

It took months for Ballard himself to come around to Trump. He jumped ship first to Rubio's campaign and signed on with Trump only once it was clear he would be the Republican nominee. But once he was in, Ballard proved a valuable asset. Florida is home to lots of wealthy Republican donors, and Ballard knew most of them after raising money for John McCain and Mitt Romney's presidential campaigns. Trump named Ballard his Florida finance chairman, and Ballard raised millions for his campaign. He spoke with Trump often and traveled on the campaign plane with him. The effort also put him in close touch with Reince Priebus, the Republican National Committee chairman who would be tapped as White House chief of staff, and Steven Mnuchin, the campaign's finance chairman, who's now treasury secretary. Trump spent more time in Florida in the general election than in any other state. And "whenever we did an event in Florida I was there," Ballard said.

Ballard watched the election returns come in with Lukis at an apartment he keeps in Manhattan. They didn't know whether Trump would win — although Wiles later said she was confident he would pull it off — but they hoped he'd at least carry Florida. When it became clear Trump would become president, they high-fived and walked over to the victory party. The calls from clients started the next day. "To say they were freaking out is absolutely maybe even an understatement," Wiles said.

Some Trump campaign hands almost immediately began trying to figure out whether they would be working in the new administration or lobbying it. Ballard, who was raising money for the inaugural committee, moved more slowly, waiting to open his Washington office until after the inauguration. (His firm began representing a half dozen federal clients before Trump took office, according to disclosure filings, but Ballard says he didn't do any lobbying until later). Within three months of the inauguration, though, Ballard had signed two dozen clients, not just Amazon and American Airlines, but also Prudential and the GEO Group, a private prison operator.

Many early clients were companies Ballard already represented in Florida. Those clients beget more clients. "We started representing Dish [Network]," Ballard said. "They referred us to MGM, who referred us to H&R Block, who's referring us to another client right now." Signing high-profile corporate clients helped Ballard lobbyists get meetings with Trump administration officials, which helped him snag more clients. No one screened Ballard's calls during his first months in Washington, so he ended up turning away some "squirrely" would-be clients himself: people who wanted to lobby the State Department to buy their patents, bitcoin speculators, people with "some really weird gold issues." "If it's anyone who says I want to pay you to set up a meeting with the president or whatever, we just say no out of hand," Ballard said. "We end that conversation. We don't do that stuff."

Ballard isn't the only Washington lobbyist who has a personal relationship with Trump. Dave Urban, a veteran lobbyist who helped Trump carry Pennsylvania, is also widely believed to be close to the president. But Ballard's clients say many other Republican lobbyists in town haven't figured out how to negotiate the Trump administration more than a year into his presidency.

"I'll be very honest about this: I still don't feel this town has caught up," Richard Haselwood, a lobbyist for one of Ballard's clients, the tobacco giant Reynolds American, said one night in February as he sipped a martini.

Ballard, Wiles and I, along with a couple of other Ballard lobbyists, had met Haselwood for drinks at Mastro's, a steakhouse across the street from Ballard's Washington office (and three blocks east of the White House) that's become enough of a haunt for Ballard lobbyists that they've started to learn the names of the waitresses.

Congressman Matt Gaetz dropped by the table, cocktail in hand. Gaetz, a baby-faced freshman from Florida, is closer to Trump than most House Republicans. He's flown on Air Force One and is a frequent presence defending Trump on Fox News, CNN and MSNBC, which has gotten the president's attention. Gaetz has bragged that Trump sometimes calls him when he gets off the air. But even Gaetz sometimes needs help from Ballard lobbyists to get what he wants from the West Wing. "Even as a friend of the president who speaks frequently with the president, sometimes I have to call Susie Wiles to get my way," he said.

Haselwood was one of a number of lobbyists for Ballard's Florida clients who urged him in the weeks after the election to consider setting up shop in Washington. Reynolds American, like other big companies, was struggling to figure out how to negotiate what would soon be Trump's Washington. Haselwood recalled Ballard being mobbed at the Republican Governors Association meeting in Orlando the week after the election. "Everyone is down there," he said. "No one knew what was going on. Brian came in and people were, like, rushing to him."

Ballard has helped clients like Reynolds map out who's really calling the shots in Trump's administration, where aides and even Cabinet members can be influential one week and out of favor the next. "Brian jumped in and jumped in big, and I'm thrilled," Haselwood added. "I'd feel naked without him."

Ballard spent nearly two decades figuring out how to dine and golf with Florida's governors without abusing his relationships with them. He told the *St. Petersburg Times* a decade ago that he avoided lobbying Crist unless the governor's staffers were present. "I don't sneak it in while we're shooting the breeze," Ballard told the paper. "It doesn't work that way. It would be gross."

He grew up in Delray Beach, Florida, one of six children raised by a single mother. He got his start in politics at 24, when he took time off from law school to work as a travel aide and driver to Tampa Mayor Bob Martinez, a Republican waging a long-shot campaign for governor. When Martinez won, Ballard moved to Tallahassee to work for him and traded in his 1980 Toyota Tercel for a silver BMW. By the time the *Orlando Sentinel* profiled him in 1990, Ballard was the governor's chief of staff and had just married Kathryn Smith, the daughter of Florida Secretary of State Jim Smith, in what another newspaper called "Tallahassee's wedding of the year." (George Steinbrenner, a future Ballard client, was a guest.) The *Sentinel* profile recounted Ballard yukking it up on the phone with Jeb Bush — who was chairman of Martinez's reelection campaign — and described him as the "brat-savant of Florida politics."

Martinez lost reelection in 1990 to Lawton Chiles, a Democrat, and Ballard stuck around Tallahassee as a lobbyist. It wasn't an easy time to start out as a Republican lobbyist: Democrats held majorities in both chambers of the Florida Legislature and the governorship. But Republicans won control of the Florida Senate in 1994 and took the House two years later. And in 1998, Ballard's old pal Jeb Bush was elected governor.

A few weeks after the election, the *Ledger* of Lakeland, Florida, reported that Ballard's firm — called Smith, Ballard, Bradshaw and Logan at the time — had something other Tallahassee lobbying firms "only wish they could claim: an undeniably special relationship with Bush that is being cautiously defended." Ballard brashly told the paper his firm had no more access to Bush than anyone else. "Anyone who thinks that when they are hiring us they have secured some special niche in the administration is wrong and should save their money," Ballard said. "Don't hire us. Go somewhere else."

Despite his protestations at the time, Ballard proved remarkably successful over the next two decades at cultivating friendships with Florida's Republican governors. He was an early supporter of Crist's successful campaign to succeed Bush. When Rick Scott, a former hospital executive, beat the candidate Ballard was backing in the Republican primary to replace Crist, Ballard hustled to win him over, raising enough money for Scott's general-election campaign that Scott named him chairman of his inaugural committee after he won. Ballard also hired the woman who'd managed Scott's dark-horse campaign: Wiles, who would help Trump win Florida six years later. Mac Stipanovich, a longtime Republican lobbyist in Florida who hired Ballard to work on the Martinez campaign three decades ago, said Ballard has had "private, mansion-dinner relationships with every governor of Florida since" Bush. (The two men remain friends even though Stipanovich claims to "hate Trump worse than a snake.")

Ballard is 56, with a tanned face and slightly sandy brown hair. He splits his time between Tallahassee, New York and Washington these days, but he retains something of a Florida air about him. When I met him at his office one morning in January, he wore a blue suit, a bright white shirt open at the collar and loafers. Lobbyists who know Ballard in Florida say he can be intensely competitive, but in person he's warm and laughs easily. Unlike many other Washington lobbyists, he doesn't seem like he's trying to ingratiate himself with you.

"I think the fastest way to get shut out is to start talking about who you can influence and who you can't influence," Lukis, a Ballard managing partner who moved to Washington after the election to open the new office, said over breakfast one morning at the Old Ebbitt Grill. "I don't even like the word 'influence.' I'm not trying to influence anybody. What I'm trying to do is to have input into the ultimate decision-making process that's being made regarding the issue that we're working on. And I'd just as soon talk to a staffer than I would the secretary, because I think ultimately if you can get the staff to agree with you, 98 percent of the time you're probably going to get the secretary to agree with you."

If Ballard hadn't helped to elect Trump, it's easy to imagine he might be one of the many Republican lobbyists in Washington who aren't enamored of the president. He's raised money and professed admiration over the years for several Republicans who have been harsh Trump critics: Jeb Bush, John McCain, Mitt Romney. He's occasionally even given to Democrats, including his old friend Crist, who became an independent during his failed Senate campaign in 2010 and is now a Democratic congressman. "Brian is a fairly moderate Republican, I think I would say," Crist said when I asked him what it was like to be on the other of the partisan divide from Ballard. "So it's fine." He laughed.

Ballard has taken criticism from Republicans who would have rather seen Hillary Clinton elected than Trump. It's cost him friendships. After the "Access Hollywood" tape came out late in the campaign, he said, "I can recall a very active Republican that I was trying to get to help at an event after that asking me if I was ashamed of myself." No, not at all, he replied. "No one's going to be fooled by electing Donald Trump," he told me. "He is what he is."

If he didn't know Trump, he might have ended up as a Trump critic rather than a supporter, he told me. "But I know him," he said.

Ballard's relationship with Trump isn't all that different from the bonds that hundreds if not thousands of lobbyists in Washington have with members of Congress they used to work for. Like Ballard, many lobbyists help sustain those relationships by giving money and hosting fundraisers for their old bosses' reelection campaigns. The difference is that Ballard's relationship is with the president of United States. Lobbyists and former campaign big shots such as Lewandowski had it particularly easy in the first months of the administration, before John Kelly replaced Priebus as chief of staff and cracked down on outside access to Trump. "You were walking in, you were having dinner," said a lobbyist for one of Ballard's clients, who estimated Ballard talks with Trump every few weeks. "It was like dealing with a Senate office or a small-time governor."

Ballard won't talk about what he does for his clients, for the most part. He made an exception for his work on behalf of Katumbi, the exiled Congolese opposition leader. Katumbi, who fled the Democratic Republic of the Congo in 2016 to avoid being thrown in prison by President Joseph Kabila, hired Ballard to help persuade the Trump administration to pressure Kabila to allow him to return. Ballard, Lukis and Katumbi met with a deputy to Nikki Haley, the U.S. ambassador to the United Nations, in October before Haley traveled to the Democratic Republic of the Congo, and Haley forcefully called for the country to hold elections this year on her trip.

Not all of Ballard's foreign clients are as sympathetic. Ballard signed a contract with the Turkish government worth \$125,000 a month on May 11, days before Turkish President Recep Tayyip Erdogan's security guards beat up peaceful protesters outside Turkey's embassy, according to a Justice Department filing. Another filing shows Ballard met several times with administration officials on Turkey's behalf, including Sean Cairncross, a senior adviser to the White House chief of staff, and Matt Mowers, a State Department official who worked on Trump's campaign.

Domestic lobbying filings don't require the same level of disclosure, and Ballard's are especially lacking in detail. But they give a sense of the scope of his lobbying efforts. Ballard Partners has lobbied nearly two dozen federal agencies, from the Treasury Department to the Army Corps of Engineers, as well as the White House, Vice President Mike Pence's office and Congress. Ballard and his partners pulled in \$550,000 last year lobbying the White House and the Justice Department for the GEO Group, the private-prison operator, which won the administration's first immigrant-detention contract in April, less than three months after signing Ballard. He lobbied the Office of the U.S. Trade Representative on behalf of LG, the South Korean electronics manufacturer, and two solar-panel installation companies as the administration considered whether to slap tariffs on imported washing machines and solar panels. And he started lobbying the White House for Crowley Maritime, a Florida shipping company, four days after the administration waived the Jones Act in an effort to speed the delivery of hurricane relief to Puerto Rico. Thomas Crowley, the company's chief executive, told the Washington Post at the time that waiving the Jones Act — which requires shipments between U.S. ports to be carried on American-flagged vessels — wouldn't help relief efforts. The Jones Act, Crowley added, "is very important to our company and America's shipping industry." Trump allowed the waiver to lapse days later.

The staff at Ballard Partners remains small, at least compared with how much money Ballard is pulling in. The firm had just six registered lobbyists handling domestic work in the fourth quarter of 2017, when it took in \$3.6 million. That made it the No. 17 firm in Washington, ahead of many long-established firms, according to a POLITICO analysis of lobbying disclosure filings. Peck Madigan Jones, the No. 16 lobbying firm by revenue, had twice that many lobbyists.

Ballard insists he wants to build a firm that will outlast Trump, but some lobbyists are skeptical that he'll succeed. If Trump leaves before his term is finished or fails to win reelection, "I would imagine there would be significant drop-off" in Ballard's business, a prominent Democratic lobbyist said. "Because it's a straight Trump play."

Still, Ballard wouldn't be the first state-level lobbyist to make a permanent leap to Washington. The Denver law firm Brownstein Hyatt Farber Schreck, for instance, opened a Washington office in 1995 and is now the No. 2 lobbying shop in town by revenue. Norm Brownstein, the chairman of the firm's board, told me he admires what Ballard has achieved so far, before adding, "I believe as long as [Trump] is president, he will have a great practice."

Ballard's fundraising prowess means he'll remain valuable to Trump at least through 2020, the lobbyist for one of Ballard's clients told me. Washington lobbyists, of course, have hosted fundraisers and given money as a way of ingratiating themselves with lawmakers for decades. But relatively few lobbyists are raising serious money for Trump, whom many Republicans on K Street freely disparage in private. Ballard is one of only three

lobbyists who's a vice chairman of the Republican National Committee's fundraising committee. "He's a ferocious fundraiser. I mean, if that coffee cup could give money," Wiles told me over coffee one morning, gesturing toward a mug on the table.

Stipanovich, Ballard's old friend in Florida, said he was willing to make a prediction: Ballard, unlike other Trump campaign veterans who have come to Washington, will be in business long after Trump is out of office. "When Trump is gone, Lewandowski might as well buy a bed-and-breakfast in Vermont," Stipanovich said. "But not Brian."

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Trump administration sues California over state law on federal land transfers [Back](#)

By Josh Gerstein | 04/02/2018 03:25 PM EDT

The legal war between the Trump administration and the state of California expanded Monday as the Justice Department sued to block a new state law that limits transfers of federal lands.

The suit, filed in federal court in Sacramento on Monday, contends that the state law is unconstitutional because it interferes with Congress' right to control the sale of federal property.

California's Legislature adopted the law last October at the urging of environmentalists concerned that the Trump administration was readying plans to sell off federal land for real estate development, mining or drilling.

The [new suit](#) was filed by the Justice Department less than a month after the federal government sued California over three other state laws widely viewed as enacting "sanctuary" policies aimed at blocking aggressive immigration enforcement by the Trump administration.

That suit grabbed headlines, but lawyers for the state and attorneys for the federal government have been battling in court for months over more than two dozen lawsuits California Attorney General Xavier Becerra has brought on issues ranging from the president's so-called travel ban to rollbacks of birth control coverage under Obamacare to efforts to ban transgender people from serving in the military.

Justice Department officials expressed frustration Monday with the tactics California's legislators and Gov. Jerry Brown have used to register their disagreement with Trump policies.

"California has, once again, passed an extreme statute found in no other state to obstruct the federal government, this time by interfering with the conveyance of federal lands," acting Associate Attorney General Jesse Panuccio told reporters. "This is another example of California ignoring federal law. No state legislature can, statute by statute, undermine the rule of law and the U.S. Constitution."

In a statement, Attorney General Jeff Sessions said California officials are not only ignoring the Constitution, but also the very terms under which California became a state in 1850.

"California was admitted to the Union upon the express condition that it would never interfere with the disposal of federal land," Sessions said. "The Justice Department shouldn't have to spend valuable time and resources to

file this suit today, but we have a duty to defend the rightful prerogatives of the U.S. military, the Interior Department and other federal agencies."

A Justice Department official said he and his colleagues aren't singling out California but are responding to an unprecedented series of legal provocations from the state.

"To the extent it looks like we're focusing on California, that is really a product of the extreme nature of the laws California is passing in recent days," said the official, who spoke on condition of anonymity. "They are passing laws no other state is passing or has thought to pass and that's because they're unconstitutional."

Justice Department officials said they did not discuss legal concerns about the bill with the state before the suit was filed Monday. They said, however, that state officials are well aware of the legal problems, because the state Legislature's official analysis of the bill issued prior to its passage noted a "strong possibility" that the measure would be found unconstitutional.

Becerra vowed to defend the California law, and he said the state will continue its aggressive legal campaign against Trump policies.

"California didn't become our nation's economic engine and the sixth-largest economy in the world by just sitting back," the California attorney general said in a statement. "Our public lands should not be on the auction block to the highest bidder. We're prepared, as always, to do what it takes to protect our people, our resources, and our values."

The state law, known as Senate Bill 50, requires that the California State Lands Commission have right of first refusal on any land transfer planned by the federal government. Federal officials say the law has already scuttled or bogged down planned transfers of several federal properties to developers, often under plans that were the subject of extensive negotiation with local officials.

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'It sucks': Senators fume over McConnell's tight grip [Back](#)

By Burgess Everett | 04/02/2018 05:00 AM EDT

Republican John Kennedy has served in the Senate a full 15 months — and not once received a roll call vote on one of his legislative amendments.

"I think it sucks," the Louisiana senator fumed as Congress headed home in March for a two-week recess. The Senate has voted on only six amendments this year.

"All I hear is, 'Well, it's not done that way,'" Kennedy said of his call for a more robust debate of ideas on the Senate floor. "Well, the way we've been doing it for a long time sucks."

When Mitch McConnell took over as majority leader in 2015 after years in the minority, he vowed to make good on a central campaign pledge of returning to a more "free-wheeling" Senate. And in the early days of his tenure, he did: McConnell presided over open, raucous floor debate on the Keystone XL Pipeline, winning praise even from some Democrats.

But the Senate has reverted to form. The body has taken just 25 roll call votes on so-called binding amendments so far during this two-year Congress, a sharp decrease from the 154 amendments voted on by this point during the 114th Congress under Barack Obama. Each year since McConnell took over, the Senate has voted on fewer nonbudget amendments: 140 in 2015, 57 in 2016, 19 in 2017 and six so far this year.

"There's a lot of weeks I'm not sure why I show up," said Sen. Chris Murphy (D-Conn.).

The number of amendment votes is a key barometer of the amount, if not the quality, of debate in the Senate. And the Senate's increasingly lackluster debate, after McConnell promised the opposite, underscores both the limits to his power as majority leader and the pitfalls of making promises while in the minority of how different things would be if he were in charge.

The paucity of votes was caused in part by McConnell's strategy of pursuing a partisan agenda in 2017 that didn't need Democratic support. But it also reflects a lack of cooperation between the two Senate leaders. Don Stewart, a spokesman for McConnell, said the Kentucky Republican "can and does make it easy" for senators to vote on amendments, but he blamed Senate Minority Leader Chuck Schumer (D-N.Y.) for adopting then-Majority Leader Harry "Reid's anti-amendment strategy" of shielding vulnerable senators from tough votes.

The figures in this story are based on a POLITICO analysis that encompasses amendments proposed by individual senators but that excludes repeat votes on individual amendments. It also leaves out amendments to budget resolutions, which don't become law and can't be limited by the majority leader.

McConnell can boast that he's held three budget debates during his tenure as majority leader, with votes on 106 nonbinding amendments; Democrats repeatedly shirked writing a budget under Reid. But those amendments are effectively messaging proposals. And McConnell's budgets were all intended to set up partisan votes on repealing Obamacare or overhauling the tax code while skirting Democrats' filibuster. He does not intend to pass a budget this year.

Overall, the Senate under President Donald Trump is beginning to resemble the last two years of a Democratic majority in 2013 and 2014, when Reid (D-Nev.) was accused by one Republican of running the Senate like a "plantation."

In the previous decade, under both Democratic and Republican majorities, the Senate regularly voted on 300 or more binding and nonbinding amendments, according to the Congressional Research Service.

But now, "Democrats didn't want to vote on amendments when they were in the majority, and they really don't want to vote on amendments in the minority," Stewart said.

Schumer spokesman Matt House said McConnell has failed to uphold his pledges to open up the debate process.

"The numbers don't lie. The fact is that Sen. McConnell has repeatedly blocked amendment votes on the few pieces of legislation we've considered in the Senate," House said.

There's blame to go around on both sides: A truly open process requires the cooperation of all 100 senators; a single obstinate lawmaker can consume hours or days of floor time.

And distrust is now so high among senators that some members won't allow a vote on a colleague's amendment unless they get one on theirs.

"We've sort of degenerated into [this] situation," said Senate Majority Whip John Cornyn (R-Texas). "We're not very good at self-restraint."

Further curbing floor time is the fact that the Senate, unlike the House, has to spend months each year confirming nominees. So if Democrats use Senate rules to delay nominees, Republicans say it becomes almost impossible to use the floor for legislation and amendments.

"One of the frustrating things is, in my efforts to get bills to the Senate floor, the answer is often: 'We've got to get these confirmations complete,'" said Sen. Jerry Moran (R-Kan.).

Of course, the Senate rarely works on Fridays and takes regular recesses, another culprit for the lack of amendment votes.

The lack of debate is chafing at senators, particularly newer members who have never gotten an up-or-down vote on their proposals.

"What amendment process?" asked Sen. Catherine Cortez Masto (D-Nev.). "I am being told by my colleagues that are senior here that this is not regular order. But it is becoming regular order."

Senators are also writing fewer amendments, according to research from James Wallner, a fellow at the right-leaning R Street Institute and a former director of the conservative Republican Steering Committee. Through September, senators filed just 1,090 amendments, putting the chamber on pace to introduce far fewer than the 5,125 amendments in the preceding two-year Congress.

When a massive omnibus spending bill came up this month, senators had been conditioned to simply assume there would be no amendments. The package dropped days before the government was set to shut down, and by the time it arrived in the Senate there was no opportunity to change anything without risking a funding lapse.

Some Republicans are discussing reforms to the Senate that could conceivably ease the gridlock. One idea would eliminate one of two available filibuster opportunities on spending bills. Another would slash the number of hours a nominee can be delayed.

Some Republicans say McConnell sometimes gets frustrated when he can't get Democrats to work with him on opening up debate. But on other occasions, they say, the Republican leader seems happy to have the chamber under his thumb on critical issues like government funding.

"There are times where I suspect the leader wants to be able to control," said Sen. Mike Rounds (R-S.D.). "But there have been a number of times where he's said we're trying to do an open amendment process."

McConnell says "he wants to get out of this [standoff] and feels stuck with it," said Sen. James Lankford (R-Okla.).

Wallner sees thing differently. The decline in amendments and debate, he said, "is entirely on McConnell."

Two episodes this year underscore the Senate's long fall from the heights of 2015, when McConnell eclipsed Reid's 2014 amendment total in a matter of weeks. On a banking deregulation bill in March, liberal senators were eager to amend a bill they hated, with Sen. Elizabeth Warren (D-Mass.) preparing more than a dozen changes.

But those votes could have poisoned the compromise struck by Republicans and moderate Democrats, while putting vulnerable Democrats up for reelection in a tight spot. In the end, there was no open amendment process.

In February, McConnell promised Democrats an open immigration debate after they agreed to provide votes to reopen the government a month earlier. He kept his word by allowing immigration legislation on the floor, but the chamber sat in quorum calls — literally doing nothing as senators' names were read aloud — while some senators negotiated privately.

Four immigration proposals received votes at the end of the week, and all four failed. It was the most votes on amendments the chamber had taken since December.

In both instances, spokesmen for McConnell and Schumer blamed the other leader. But many senators are sick of the finger-pointing.

"I was worn out after that 13-minute immigration debate," Kennedy said sarcastically. "I had to go take a nap."

To view online [click here](#).

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Trump blasts DOJ, FBI, news media, Amazon, Mexico [Back](#)

By Matthew Nussbaum | 04/02/2018 11:18 AM EDT

President Donald Trump kicked off the week with a string of inflammatory tweets in which he called the Justice Department and FBI an "embarrassment to our country," slammed the news media, continued his assaults on the retail-giant Amazon, and declared DACA "dead."

The outburst came as Trump returned to Washington to a relatively quiet week, with Congress away. Some in the White House viewed the attacks as an outgrowth of that unfilled time.

"He definitely seems to have that anxiousness that comes with boredom," one White House official said.

Trump opened Monday morning where he left off on Easter Sunday, accusing Mexico of not doing enough to stop illegal immigration.

"Mexico has the absolute power not to let these large 'Caravans' of people enter their country. They must stop them at their Northern Border, which they can do because their border laws work, not allow them to pass through into our country, which has no effective border laws," Trump wrote. "Congress must immediately pass Border Legislation, use Nuclear Option if necessary, to stop the massive inflow of Drugs and People. Border Patrol Agents (and ICE) are GREAT, but the weak Dem laws don't allow them to do their job. Act now Congress, our country is being stolen!"

He quickly added: "DACA is dead because the Democrats didn't care or act, and now everyone wants to get onto the DACA bandwagon... No longer works. Must build Wall and secure our borders with proper Border legislation. Democrats want No Borders, hence drugs and crime!"

Democrats quickly cried foul.

"Time and time again, the President has walked away from bipartisan proposals that are exactly what he asked for," said Drew Hammill, an aide to House Minority Leader Nancy Pelosi. "When an agreement to protect the Dreamers is reached, it will be despite this President rather than with his leadership."

"I think these are so wildly off base and not based in reality that they're best left to speak for themselves," quipped a Democratic Senate aide.

In another tweet, Trump said Mexico was "making a fortune on NAFTA" and said U.S. "border laws" are "pathetic."

Trump ended last year the DACA program, which provides work permits and protection from deportation for some people who entered the country illegally as minors, but the courts have blocked its elimination for now. Bipartisan attempts to codify DACA failed, and Trump has offered varying positions on the issue.

Immigration wasn't the only thing on Trump's mind, and it appeared his tweets were driven by morning cable news coverage.

"So funny to watch Fake News Networks, among the most dishonest groups of people I have ever dealt with, criticize Sinclair Broadcasting for being biased," Trump wrote. "Sinclair is far superior to CNN and even more Fake NBC, which is a total joke."

That missive seemed to be a response to coverage of Sinclair's directing local broadcasters to read a message denouncing mainstream press coverage as unfair.

As he ticked through his favorite topics, retail giant Amazon was next on the list.

"Only fools, or worse, are saying that our money losing Post Office makes money with Amazon," Trump wrote. "THEY LOSE A FORTUNE, and this will be changed. Also, our fully tax paying retailers are closing stores all over the country...not a level playing field!"

Trump has upped his attacks on Amazon in recent days, which is led by Jeff Bezos, who also owns the Washington Post, another frequent target of Trump's ire. He has not offered any evidence that Amazon costs the U.S. Postal Service money, and Amazon provides a significant amount of business for the agency.

Next up was the Justice Department and the FBI.

"So sad that the Department of 'Justice' and the FBI are slow walking, or even not giving, the unredacted documents requested by Congress. An embarrassment to our country!" Trump wrote.

He did not specify which documents he was referencing, but House Republicans recently subpoenaed the DOJ for its records relating to the probe of Hillary Clinton's private email server, with Judiciary Committee Chairman Bob Goodlatte (R-Va.) citing "ongoing delays" in the process. The move comes amid intensifying criticisms among Republican leaders of the Justice Department and FBI's handling of the Clinton investigation.

In response to the legal maneuvering, FBI director Christopher Wray last week announced that the bureau would double the number of staffers reviewing documents from 27 to 54 to comply with requests from GOP officials.

Burgess Everett and Heather Caygle contributed to this report.

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White House appears to shift explanation on whether Shulkin resigned or was fired [Back](#)

By Andrew Restuccia | 04/02/2018 01:13 PM EDT

The White House appears to be shifting its explanation about the departure of former Veterans Affairs Secretary David Shulkin, now saying he was offered "the opportunity to resign" after previously saying that he "resigned from his position."

The changing narrative comes as Shulkin has refused to go quietly, saying he was fired and accusing the White House of politically knifing him.

"I came to Washington with the commitment to make our system work better for veterans. That's the commitment that I went to work every day. I continue to feel strongly about that. There was no reason why I would resign," Shulkin said in an interview on CNN on Monday, adding that he was fired as a result of President Donald Trump's tweet last week announcing his replacement.

The dispute raises the stakes in an obscure, but potentially consequential debate over Trump's ability to appoint Shulkin's replacement. Trump bypassed Shulkin's deputy when naming his interim successor, which potentially ran afoul of the Federal Vacancies Reform Act of 1998. That law gives the president broad authority to temporarily fill a vacancy at a federal agency with an acting official only if the current office holder "dies, resigns, or is otherwise unable to perform the functions and duties of the office."

On Friday, White House deputy press secretary Lindsay Walters said in a statement, "Secretary Shulkin resigned from his position as Secretary of the Department of Veterans Affairs."

But on Monday, White House director of strategic communications Mercedes Schlapp said during an interview on Fox News that White House chief of staff John Kelly gave Shulkin an "opportunity to resign" from the job.

"General Kelly called Secretary Shulkin and gave him the opportunity to resign. Obviously the key here is that the president has made a decision," Schlapp said. "He wanted a change in the Department of Veterans Affairs. He felt it was time."

Schlapp was then pressed by Fox News reporter Abby Huntsman, who said, "So he didn't resign. So we can clear that up. It was more of a decision made by the president. He knew a change needed to be made, and he made that change."

Schlapp replied, "It was as I said, Gen. Kelly offered him the opportunity to resign. At this point, the president said it was time to move on in terms of Veterans Affairs. He thanks Secretary Shulkin for his service."

A White House spokeswoman did not respond to a request for comment about the apparent discrepancy.

Shulkin and the White House had been at odds for months over whether to move toward wider privatization of veterans' health care — a move Shulkin opposed. He also got in hot water over a VA inspector general report that accused Shulkin and his wife of improperly accepting Wimbledon tickets and using staff to arrange sightseeing visits during a business trip to Denmark and England last summer.

Shulkin has since made a series of media appearances, saying the White House did not allow him to defend himself and treated him unfairly. He also is now stating that he did not and would not have resigned.

The back-and-forth stemmed from a Saturday POLITICO story detailing the potential complications of Trump's decision to appoint Defense Department official Robert Wilkie as the acting leader of the department, bypassing Shulkin's deputy, who also has a rocky relationship with the White House.

Some legal experts note that the Vacancies Act does not explicitly grant the president authority to hand-pick replacements in the case of firings.

That could make Trump's decision to appoint Wilkie, the undersecretary of defense for personnel and readiness, as acting VA secretary a potential test of the president's authorities under the act. And it could lead to potential legal challenges if Wilkie stays on as acting secretary for an extended period of time while the Senate considers Trump's nominee to permanently hold the position, White House physician Ronny Jackson.

Louis Nelson contributed to this report.

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Subject: Pruitt: California can't 'dictate' car rules

By Alex Guillén

04/02/2018 02:53 PM EDT

EPA Administrator Scott Pruitt today stopped short of announcing plans to revoke California's waiver to enforce more stringent auto emissions standards, but indicated he will pressure the state to fall in line behind federal rules.

"Cooperative federalism doesn't mean that one state can dictate standards for the rest of the country," Pruitt said in a press release formally announcing his decision to revise rules for model year 2022-2025 vehicles.

"EPA will set a national standard for greenhouse gas emissions that allows auto manufacturers to make cars that people both want and can afford — while still expanding environmental and safety benefits of newer cars," Pruitt continued. "It is in America's best interest to have a national standard, and we look forward to partnering with all states, including California, as we work to finalize that standard."

California regulators have indicated they are unlikely to agree to any changes to the program unless EPA agrees to issue standards continuing to require more efficient vehicles for model years 2026-2030.

Pruitt also took a swipe at the Obama administration, which in its own January 2017 determination said the current rules were achievable.

"The Obama EPA's determination was wrong," Pruitt said. "Obama's EPA cut the midterm evaluation process short with politically charged expediency, made assumptions about the standards that didn't comport with reality and set the standards too high."

To view online:

<https://www.politicopro.com/energy/whiteboard/2018/04/pruitt-california-cant-dictate-car-rules-928969>

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greenhouse gas data

Daily update - April 4, 2018

NEWS

DiNapoli calls for **greenhouse gas** reductions

Long Island Business News

The comptroller's office used emissions **data** provided by the CDP, formerly known as the Carbon Disclosure Project, to identify how much **greenhouse gases** firms emit. The fund already has what DiNapoli described as "ongoing engagement programs" with firms in its portfolio such as ExxonMobil, AES ...

Seafood **greenhouse gas** emissions have spiked due to demand for lobsters and shrimp - The Independent
 Full Coverage



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Trump's SEC Blocks Shareholder Climate Resolution at Oil Company's Request

EcoWatch

The Securities and Exchange Commission (SEC) has blocked a shareholder resolution to set **greenhouse gas**-emissions targets, setting a troubling precedent for shareholders ... Axios cited **data** from the Sustainable Investments Institute saying that 130 such resolutions had been proposed since 2010.



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Analyze This: Climate change could make food less healthy

Science News for Students (blog)

That's because as a **greenhouse gas**, CO2 traps heat in Earth's atmosphere. That warming is one symptom of climate change. And it has the potential to affect food in many ways. Rising temperatures and the changes in rainfall that it will bring should impact how much and where crops grow. **Data** now ...

Nearly a third of Canadians don't believe humans, industry 'mostly' cause climate change: poll - CBC.ca
 Full Coverage



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EPA Determines Current Emissions Standards Are Not Appropriate

CSNews Online

In March 2017, the EPA and the U.S. Department of Transportation re-established the MTE process and in August the agency reopened the regulatory docket and asked for additional information and **data** relevant to assessing whether the **GHG** emissions standards remain appropriate, including ...

What Are The Fuel Emission Standards For Our Cars? - CBS Minnesota / WCCO

EPA Scrapping **GHG** Emissions Rules for Cars, Light Trucks - EP Magazine

While media fixate on Scott Pruitt's living arrangements, his EPA reforms are praiseworthy - Washington Examiner

Full Coverage



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Carbon Emissions: Beef, Lamb, Lobster or Fish?

The Maritime Executive

Limited **data** has meant that official estimates have previously either overlooked the fishing industry's **carbon emissions** or made generalizations based on small samples. "By filling that information gap our study will inform food and climate policy and shed light on the role that fisheries play in the ...



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Building **data** centers with a conscience

DatacenterDynamics

At present, the **data** center industry uses around six percent of the world's global electricity supply, and accounts for two percent of total **greenhouse gas** emissions – about the same as the global aviation industry. We are all very aware that **data** centers consume power and ultimately produce heat, which ...



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Stronger **fuel** standards save money, protect environment

Charleston Post Courier

They pay less for gas, breathe in fewer pollutants, strengthen the country's energy security and produce fewer emissions of **greenhouse gases** that contribute to climate change. It's also obvious who ... gotten more dire. And **data** about the public health risks associated with fuel-guzzling cars are clear.



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Even strong climate-change believers don't understand **carbon** pricing, survey shows

The Globe and Mail

However, even among this group — labelled by the Ecofiscal Commission as "climate believers" — only two-thirds see a carbon price as the best way to curb **greenhouse gas** emissions, and fewer than half of them express confidence that they even know what carbon pricing actually is. And even in ...

Ecofiscal Commission Urges Governments to Clearly Communicate How Their **Carbon** Pricing ... - GlobeNewswire (press release)

Full Coverage



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Report Examines the State of Food Loss and Waste in North America

waste360

The biggest challenge was accessing comparable **data** that could be relied on to accurately characterize organic and food waste in North America," says Donaldson. ... 193 million tonnes of **greenhouse gas** emissions result from the lifecycle of wasted food, from production to disposal. Among other ...



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Woodside commits to reducing methane **emissions**

LNG Industry

Since natural gas consists mainly of methane, a potent **greenhouse gas**, its role in the transition to a low-carbon future will be influenced by the extent ... on: Continually reducing methane emissions; advancing strong performance across gas value chains; improving accuracy of methane emissions **data**; ...



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Groups cite dissents at FERC in pressing for more climate considerations in MIDSHIP EIS
Platts

As has been FERC's practice recently, the draft EIS quantifies downstream **GHG** emissions related to the project; the agency included an upper bound ... to monetize the value of changes in **GHG** emissions, and they assert that FERC must use estimates that reflect the best available **data** and methods.



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Media Advisory - Minister McKenna will announce initiatives to reduce **greenhouse gas** emissions
Benzinga

Media Advisory - Minister McKenna will announce initiatives to reduce **greenhouse gas** emissions ... Canada's progress in developing the Canadian Centre for Climate Services as the federal source of reliable climate information, **data**, and tools, to help advance climate resilience across Canada.



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EPA's Pruitt, automakers in lockstep over **fuel** economy standards

Automotive News (blog)

The desire to include more updated **data** on consumer demand was one of the main reasons automakers lobbied the Trump administration to re-review the fuel efficiency and **greenhouse gas** emission standards aimed at roughly doubling fuel economy by 2025. "The focus in past has been on making ...



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Baker bill would require sellers to provide home energy scorecard

Boston.com

To reduce **greenhouse gases** and lower energy costs, Governor Charlie Baker filed legislation today that would require sellers to provide home-energy performance ratings to ... According to association **data**, the number for homes for sale in Massachusetts has gone down for 72 of the last 73 months.



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Government statistics authority releases council heroin death map that no one asked for
CityMetric

3) The most amazing thing of all, though, is that – as part of its commitment to user-friendly **data** – the ONS has produced an embeddable interactive map They're responsible for 17 per cent of **greenhouse gas** emissions and a fifth (21 per cent) of NOx emissions from road transport, despite making up ...



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New map lets Canadians see just how hot hometowns could get this century

CBC.ca

"Part of this map is **data**, but part of it is storytelling." The atlas includes ... The 250-layer map is based on **data** from 12 global climate models. Users are shown a ... Winnipeg could get 36 more days above 30 C than it currently does if **greenhouse gas** emissions continue at a high rate. (Climate Atlas of ...



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Canada's HPQ Plans Blockchain Based Solar **Carbon** Credit Marketplace

Legal Gambling News (press release)

The UBC is one of the world's first developers of a hybrid permission-based blockchain protocol with big **data** capability. The UBC will develop a marketplace for the monetization of solar based **carbon** credits generated in the near future by HPQ PUREVAP process by both the company and its customers ...



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Poll: More Pennsylvanians concerned about fracking, climate change

Bucks County Courier Times

Scientists predict the primary effects of climate change in the Delaware Valley will be increasing temperatures and extreme precipitation events. ... Delaware Valley by another 2 to 6 degrees by mid-century, depending on the extent to which **greenhouse emissions** are curbed, as well as natural variables.



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EU Emissions Trading Scheme **emissions** rise for first time in seven years

www.businessgreen.com

Greenhouse gas emissions regulated by the EU's Emission Trading Scheme (ETS) have risen for the first time in seven years, according to new **data** published yesterday by the Point Carbon team at Thomson Reuters. Solid economic growth across the trading bloc last year drove a 0.7 per cent uptick in ...



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EPA to Rework 'Coercive' Obama **Fuel** Standards, Scott Pruitt Says

Daily Signal

The EPA held an event Tuesday at its headquarters in Washington announcing completion of the midterm evaluation process for the **greenhouse gas** emissions standards for cars and light trucks for model years 2022 to 2025. Pruitt said he determined that, based on recent **data**, the standards put in ...



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US steel industry group cheers EPA move to revisit emission standards

Platts

A move by the US Environmental Protection Agency this week to revisit federal **greenhouse gas** standards set by President Barack Obama's administration ... "Incoming **data** points to a strong sales pace for March, with the pace of sales expected to be highest SAAR (seasonally adjusted annualized rate) ...



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DMU to demonstrate the next generation of geothermal heat pumps

De Montfort University (press release)

It does not produce **greenhouse gases** that can be harmful to the atmosphere. "We want to know more about how heat pumps ... The heat pump is expected to be in operation after the Easter break and **data** will continue to be collected until April, 2019. This type of green energy technology is popular in ...



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Politics This Morning: Trudeau to meet with NATO secretary general; McKenna, Wynne to

...

Hill Times

Earlier in Toronto, Environment Minister Catherine McKenna is scheduled to announce a joint initiative with Ontario Premier Kathleen Wynne on housing, retrofits, and building practices to reduce **greenhouse gas** emissions. The announcement goes at 8:20 a.m. at 263 Dewhurst Boulevard. Afterwards ...



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Carbon pricing, survey says?

Castanet.net

"The bottom line is that they all put a price on (**greenhouse gas**) emissions, which creates an incentive to produce fewer of them," the report says, likening the philosophy to that of using tobacco taxes to curb smoking. The paper looks at research that studied existing carbon prices in British Columbia, ...



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'Telecoms is environmental pollutant'

The Nation Newspaper

"The primary energy consumers for MTN's operations are our technical facilities: network sites, **data** centres, switches and hubs. This is the ... The group's **greenhouse gas** (GHG) emissions increased by 24.7 per cent compared to 2016, to two million tons of carbon dioxide equivalent (tCO₂e).



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WEB

Carbon Footprint Graphs Lovely Co₂ and Other **Greenhouse Gas** Emissions Our World In Data

davidhowald.com

Home Decorating Style 2016 for Carbon Footprint Graphs Lovely Co₂ and Other **Greenhouse Gas** Emissions Our World In Data, you can see Carbon Footprint Graphs Lovely Co₂ And Other **Greenhouse Gas** Emissions Our World In Data and more pictures for Home Interior Designing 2016 12705 at ...



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**Bloomberg
Environment**



EHS State Regulatory Alert

April 04, 2018 - Number 65

You can create a report customized by topic, jurisdiction, and date range by using the [Regulatory Summaries Report Tool](#). The report can be generated in Excel, Word, or PDF.

California Regions

AIR

Fees

California Regions AIR

Proposed rule of the Monterey Bay Air Resources District would amend regulations under Rules 300, 301, 305, 306, and 308 to increase most fees by 5 percent, increase fees for emergency engines by 15 percent, and increase the staff hourly rate by 2.9 percent, effective July 1, 2018. The rule also would reduce the number of wastewater treatment facility categories, allow the district to assess an hourly fee to assist sources in preparing toxic emissions inventories, and remove fee exemptions for school projects and structures less than 500 square feet in unincorporated areas. In addition, the rule would add fees based on project size for the asbestos-containing material fee category and provide for a fee adjustment for permanent equipment shutdowns. Workshops are scheduled for April 11, 16, and 24, 2018, in Hollister, Monterey, and Watsonville, respectively. A meeting is scheduled for May 16, 2018, and a hearing is scheduled for June 20, 2018, both in Monterey. Comments are requested, but a due date is not specified. Contact: Amy Clymo; MBARD; 831-718-8013; aclymo@mbard.org

—California Regions Publication Date: 03/28/2018.

Regulatory Update**AIR****RECLAIM Transition/Boilers, Steam Generators, Process Heaters
California Regions AIR**

Notice of the South Coast Air Quality Management District announces changes to a proposed rule that would amend regulations under Rules 1100, 1146, 1146.1, and 1146.2 regarding nitrogen oxide (NOx) emissions from boilers, steam generators, and process heaters to provide for the transition of the NOx Regional Clean Air Incentives Market (RECLAIM) program to a command-and-control regulatory structure. The rule would establish best available retrofit control technology requirements for NOx RECLAIM sources transitioning to command-and-control requirements for boilers, steam generators, and process heaters. The rule also would provide a two-year compliance period for facilities exiting the RECLAIM program based on equipment size range and the number of units at a facility and whether facilities with multiple units are subject to multiple source-specific landing rules. The changes add definitions of "former RECLAIM facility" and "non-RECLAIM facility" and revise the implementation schedule. A hearing is scheduled for April 6, 2018, in Diamond Bar. A comment due date is not specified. Contact: Kalam Cheung; South Coast AQMD, Planning, Rule Development, and Area Sources; 909-396-3281; kcheung@aqmd.gov

—California Regions Publication Date: 03/29/2018.

Regulatory Update**WATER****General Waste Discharge Requirements/Concentrated Animal Feeding Operations
California Regions WATER**

Notice of the Santa Ana Regional Water Quality Control Board announces workshops on the renewal of general waste discharge requirements for concentrated animal feeding operations, including dairies and related facilities. The current order, No. R8-2013-0001, which sets forth discharge prohibitions and specifications, reclamation specifications, and receiving water limitations, expires June 1, 2018. The workshops are scheduled for April 17 and 19, 2018, in Norco and Perris, respectively. A comment due date is not specified. Contact: Jawed Shami; Santa Ana RWQCB; 951-782-3288; Jawed.Shami@waterboards.ca.gov

—California Regions Publication Date: 03/29/2018.

Regulatory Update**Florida****WATER****Southwest Florida WMD/Guidance and Minimum Levels for Lake Alice****Florida WATER**

Proposed rule of the Southwest Florida Water Management District would amend regulations under FAC 40D-8 to add new guidance and minimum lake levels for Lake Alice in Hillsborough County to support the district's water supply planning, water use permitting, and environmental resource permitting programs. Comments are due April 23, 2018. Contact: Mark Hurst; SWFWMD; 352-796-7211

—Florida Publication Date: 04/02/2018. Citations: FAC 40D-8.624 (amended)

Regulatory Update**Hawaii****WATER****Certification of Public Water System Operators****Hawaii WATER**

Proposed rule of the Department of Health would amend regulations under HAR 11-25 regarding the certification of public water system operators. The rule would update the definition of continuing education unit to align with national standards and revise the initial certification period after an operator passes an exam so that the operator is placed in the correct certification expiration year as soon as possible. The rule also would increase certification fees. A hearing is scheduled for May 8, 2018, in Pearl City. Comments are due May 9, 2018. Contact: Jodi Yamami; DOH, Safe Drinking Water Branch; 808-586-4258

—Hawaii Publication Date: 04/02/2018. Citations: HAR 11-25

Regulatory Update

Illinois

OCCUPATIONAL SAFETY AND HEALTH

Motor Carrier Safety/Driver Hours of Service

Illinois OCCUPATIONAL SAFETY AND HEALTH

Final rule of the Department of Transportation amends and adopts regulations under 92 IAC 395 to update driver hours-of-service standards for motor carriers. The rule provides that all State Police employees certified to conduct commercial vehicle inspections are authorized to declare drivers out of service and that notification to the motor carrier is complete when the officer presents the driver/vehicle inspection report to the driver. The rule also incorporates federal standards under 49 CFR 395, as of Oct. 1, 2017, and requires the use of electronic logging devices. In addition, the rule updates agency contact information, relocates certain exceptions, and removes obsolete and duplicative provisions. The rule is effective March 14, 2018. Contact: Greg Stucka; DOT, Office of Chief Counsel; 217-782-7820

—Illinois Publication Date: 03/30/2018. Citations: 92 IAC 395.1000 (amended); 92 IAC 395.1500 (new); 92 IAC 395.2000 (amended)

Regulatory Update

Maryland

WATER

General Permit for Discharge of Composting Toilet Wastewater

Maryland WATER

Notice of the Department of the Environment, Water Management Administration announces a tentative determination to issue a new general discharge permit for the discharge of compost toilet liquids to groundwater by land applications. The permit would be available for individual discharges of compost toilet liquids from private dwellings and other facilities using low-pressure manual methods. The permit would be valid for five years from the date of issuance and include similar operation, maintenance, and pollutant testing requirements as current individual permits for the discharge of compost toilet liquids. A hearing is scheduled for April 26, 2018, in Baltimore. Comments are due May 3, 2018. Contact: Michael Eisner; MDE, Water Management Administration; 410-537-3778; mike.eisner@maryland.gov;

—Maryland Publication Date: 03/30/2018.

Regulatory Update**WATER****Susquehanna River Basin Commission/Access to Records****Maryland WATER**

Final rule of the Susquehanna River Basin Commission codifies existing policy for access to commission records. The rule addresses procedures to request access to public records, practices of member jurisdictions, electronic records, and the protection of confidential information submitted by project sponsors. The rule is effective March 19, 2018. Contact: Jason Oyler; SRBC; 717-238-0423; joyler@srbc.net

—Maryland Publication Date: 03/30/2018.

Regulatory Update**Minnesota****GENERAL ENVIRONMENT AND SAFETY****Wildlife Management Areas/Permit Area Descriptions****Minnesota GENERAL ENVIRONMENT AND SAFETY**

Emergency rule of the Department of Natural Resources amends regulations under MNR 6230 regarding wildlife management areas and hunting seasons. The rule updates permit area boundaries and license quotas and provides for the take of common crows within specified dates. The rule also specifies that the Carlos Avery Wildlife Management Area sanctuaries are open for hunting stations for special hunts conducted by a permitted nonprofit organization and that the St. Michael Meadows Wildlife Management Area in Wright County is closed to all hunting and trapping except archery deer hunting. The rule is effective Jan. 2, 2018, except for certain provisions, which are effective May 2, 2018. Various expiration dates are specified. Contact: Tom Landwehr; DNR; 651-296-6157; info.dnr@state.mn.us

—Minnesota Publication Date: 01/02/2018. Citations: MCAR 6230.0200 (amended); MCAR 6236.0300 (amended); MCAR 6236.0600 (amended); MCAR 6236.0810 (amended); MCAR 6236.1000 (amended); MCAR 6236.1060 (new); MCAR 6240.2300 (amended)

Regulatory Update

WATER**Buffer Law Implementation/Administrative Penalty Order Plan****Minnesota WATER**

Notice of the Board of Water and Soil Resources announces a proposed amendment to the administrative penalty order plan regarding the implementation of the Buffer Program, which addresses water resources riparian protection requirements on public waters and public drainage systems. The plan specifies the enforcement responsibilities of soil and water conservation districts, counties, watershed districts, and the board and provides a model county and watershed district administrative penalty order plan to serve as guidance when entities choose to use the plan as an enforcement mechanism. The proposed amendment would provide another option for assessing penalties for landowners not in compliance with the buffer requirements, which would be based on linear feet of riparian frontage of the parcel. Comments are due April 16, 2018. Contact: Tom Gile; BWSR; 651-297-3432; buffers.bwsr@state.mn.us

—Minnesota Publication Date: 04/02/2018.

Regulatory Update**Montana****TOXIC SUBSTANCES****Fertilizer Standards****Montana TOXIC SUBSTANCES**

Final rule of the Department of Agriculture amends regulations under ARM 4.12 to update fertilizer standards to conform with current practice. The rule reduces the investigational allowance for soluble potash to 0.65 percent and reflects the transition to biannual reporting and fee requirements for in-state manufacturers and out-of state suppliers. The rule also clarifies that specialty fertilizers, soil amendments not for agricultural use, and unmanipulated manures are exempt from the fees and reporting requirements, including for semiannual tonnage. The rule is effective March 31, 2018. Contact: Cort Jensen; Department of Agriculture; 406-444-3144; agr@mt.gov

—Montana Publication Date: 03/30/2018. Citations: ARM 4.12.607, .608, .609 (amended)

Regulatory Update

New Jersey

AIR

Toxic Catastrophe Prevention Act Program Fees

New Jersey AIR

Notice of the Department of Environmental Protection announces the availability of the Toxic Catastrophe Prevention Act Program fee schedule report for fiscal year 2018, pursuant to regulations under NJAC 7:31-1. The department will send each registered facility a bill this month for the fiscal 2018 fee reflecting the revised base fee, the number of covered processes, and the units of inventory of extraordinarily hazardous substances at the facility as of Oct. 1, 2017. The fees are due May 31, 2018. Contact: DEP, Bureau of Release Prevention; 609-633-0610

—New Jersey Publication Date: 04/02/2018.

Regulatory Update

Rhode Island

WATER

Analytical Laboratories for Potable, Nonpotable Water

Rhode Island WATER

Final rule of the Department of Health amends regulations under 216-RICR-60-05-5 to revise minimum standards for the certification of analytical laboratories that analyze potable water and nonpotable water. The rule adds failure to maintain a quality assurance system/plan and managerial review and approval as grounds for revocation/suspension of certification. The rule also requires a state certification number on laboratory reports and requires the submission of lab results to the department. In addition, the rule clarifies provisions concerning quality assurance and quality control programs, requires safety manual procedures for visitors, and clarifies waste disposal requirements. The rule is effective April 19, 2018. Contact: Paula Pullano; DOH, Division of Policy, Information, and Communications; 401-222-1042; paula.pullano@health.ri.gov

—Rhode Island Publication Date: 04/01/2018. Citations: 216-RICR-60-05-5 (amended)

Regulatory Update**WATER****Drinking Water State Revolving Fund****Rhode Island WATER**

Final rule of the Department of Health amends regulations under 216-RICR-50-05-6 to clarify how project costs will be evaluated under the drinking water state revolving fund. The rule also revises provisions concerning environmental review, certificate of approval, and the Green Project Reserve (GPR). In addition, the rule allows for proposed projects at utility-owned facilities to be counted toward the GPR if they are part of an eligible revolving fund project. The rule is effective April 19, 2018. Contact: Paula Pullano; DOH, Division of Policy, Information, and Communications; 401-222-1042; paula.pullano@health.ri.gov

—Rhode Island Publication Date: 04/01/2018. Citations: 216-RICR-50-05-6 (amended)

Regulatory Update**WATER****Private Drinking Water Systems****Rhode Island WATER**

Final rule of the Department of Health amends regulations under 216-RICR-50-05-2 to revise testing and reporting requirements for private drinking water systems. The rule revises the list of minimal constituents needed for testing. The rule also removes provisions concerning the licensing schedule, the schedule for reporting of results, and portability standards for private wells. The rule is effective April 19, 2018. Contact: Paula Pullano; DOH, Division of Policy, Information, and Communications; 401-222-1042; paula.pullano@health.ri.gov

—Rhode Island Publication Date: 04/01/2018. Citations: 216-RICR-50-05-2 (amended)

Regulatory Update**Utah**

*AIR***Aerospace Manufacture and Rework Facilities**

Utah AIR

Final rule of the Department of Environmental Quality, Division of Air Quality, amends regulations under R307-355 regarding volatile organic compound emissions control requirements for aerospace manufacture and rework facilities. The rule exempts the cleaning of laser hardware, scientific instruments, and high-precision optics from emission control requirements. The rule is effective March 8, 2018. Contact: Mat Carlile; DEQ, Division of Air Quality; 801-536-4116; mcarlile@utah.gov

—Utah Publication Date: 04/01/2018. Citations: R307-355-3 (amended)

Regulatory Update*AIR***Definitions/PM2.5 Precursors**

Utah AIR

Proposed rule of the Department of Environmental Quality, Division of Air Quality, would amend regulations under R307-101 to update the definition of "PM2.5 Precursor" to reflect federal standards. The would add ammonia as a precursor to fine particulate matter (PM2.5), except where a demonstration satisfying 40 CFR 51.1006(a)(3) has determined otherwise. The rule also would specify that ammonia is exempted in the Logan PM2.5 nonattainment area. Comments are due May 1, 2018. Contact: Thomas Gunter; DEQ, Division of Air Quality; 801-536-4419; thomasgunter@utah.gov

—Utah Publication Date: 04/01/2018. Citations: R307-101-2 (amended)

Regulatory Update*AIR***Nonattainment Area New Source Review**

Utah AIR

Proposed rule of the Department of Environmental Quality, Division of Air Quality, would amend regulations under R307-403 to revise the nonattainment new source review (NNSR) permitting program to allow for control of fine particulate matter (PM2.5). The rule would clarify lowest achievable emission rate requirements and applicable offset requirements and update definitions. The rule also would exempt ammonia as a PM2.5 precursor in the Logan nonattainment area, where a demonstration supporting that

conclusion has been submitted to the EPA. Comments are due May 1, 2018. Contact: Thomas Gunter; DEQ, Division of Air Quality; 801-536-4419; thomasgunter@utah.gov

—Utah Publication Date: 04/01/2018. Citations: R307-403-1 (amended); R307-403-2 (amended); R307-403-3 (amended); R307-403-4 (amended); R307-403-5 (amended); R307-403-6 (amended); R307-403-7 (amended); R307-403-8 (amended); R307-403-9 (amended); R307-403-10 (amended); R307-403-11 (amended)

Regulatory Update

AIR

State Implementation Plan/Provo Area Carbon Monoxide Maintenance Plan Utah AIR

Proposed rule of the Department of Environmental Quality, Division of Air Quality, would amend regulations under R307-110 to incorporate by reference a revision to the state implementation plan, Section IX, Part C, regarding the Provo Area carbon monoxide (CO) maintenance plan. The revision would demonstrate continued attainment of the CO national ambient air quality standard for a second 10-year term. The revision also would adopt an alternative CO monitoring method that uses annual review of traffic volume near the current North Provo monitoring station instead of the traditional gaseous analyzer. Comments are due May 1, 2018. Contact: Thomas Gunter; DEQ, Division of Air Quality; 801-536-4419; thomasgunter@utah.gov

—Utah Publication Date: 04/01/2018. Citations: R307-110-12 (amended)

Regulatory Update

WATER

TMDL for the North Fork Virgin River Utah WATER

Proposed rule of the Department of Environmental Quality, Division of Water Quality, would amend regulations under R317-1 to incorporate by reference the total maximum daily load (TMDL) study for the North Fork Virgin River for E. coli, as approved by the Water Quality Board. Comments are due May 1, 2018. Contact: Judy Etherington; DEQ, Division of Water Quality; 801-536-4344; jetherington@utah.gov

—Utah Publication Date: 04/01/2018. Citations: R317-1-7 (amended)

Regulatory Update**WATER****Water Quality Standards****Utah WATER**

Proposed rule of the Department of Environmental Quality, Division of Water Quality, would amend regulations under R317-2 to update water quality standards as part of the federally required triennial review. The rule would remove the requirement that permitted discharges to Class 1C potable waters always conduct a Level II antidegradation review, add or revise use classifications for several water bodies, and replace the temperature-dependent criterion for fluoride for the Class 1C potable water use with the current EPA drinking water maximum contaminant level. In addition, the rule would rearrange criteria for several pollutants, update the cadmium criteria for aquatic life use, and add new criteria for the carbamate pesticide carbaryl. In addition, the rule would revise the site-specific total dissolved solids criteria for several water bodies and update human health criteria. Hearings are scheduled for April 11, 13, 16, and 17, 2018, in Salt Lake City, Vernal, Moab, and St. George. Comments are due May 1, 2018. Contact: Judy Etherington; DEQ, Division of Water Quality; 801-536-4344; jetherington@utah.gov

—Utah Publication Date: 04/01/2018. Citations: R317-2-1A (amended); R317-2-1B (amended); R317-2-1C (amended); R317-2-2 (amended); R317-2-3 (amended); R317-2-4 (amended); R317-2-5 (amended); R317-2-6 (amended); R317-2-7 (amended); R317-2-8 (amended); R317-2-9 (amended); R317-2-10 (amended); R317-2-11 (amended); R317-2-12 (amended); R317-2-13 (amended); R317-2-14 (amended)

Regulatory Update**Washington****AIR****Natural Gas Turbines/Greenhouse Gas Emissions Standard****Washington AIR**

Proposed rule of the Department of Commerce, Energy Division, would amend regulations under WAC 194-26 to update the average greenhouse gas emission rate from new, commercially available combined-cycle combustion turbines. The rule would specify a performance standard for utility baseload electric generation of 930 pounds per megawatt-hour. The rule also would clarify that the department is required to

update the standard every five years. A hearing is scheduled for April 25, 2018, in Olympia. Comments are due April 25, 2018. Contact: Greg Nothstein; Department of Commerce; 360-725-3112; greg.nothstein@commerce.wa.gov

—Washington Publication Date: 04/04/2018. Citations: WAC 194-26-010 (amended); WAC 194-26-020 (amended)

Regulatory Update

OCCUPATIONAL SAFETY AND HEALTH

Construction Safety/Crane Decertification and Reinstatement

Washington OCCUPATIONAL SAFETY AND HEALTH

Notice announces the intention of the Department of Labor and Industries to amend regulations under WAC 296-155 to update safety standards for construction work. The rule would clarify when crane reporting and deactivation is required and specify that damage to critical parts of cranes requires notification. The rule also would add a crane tipover reporting requirement. Comments are requested, but a due date is not specified. Contact: Cynthia Ireland; DLI, Division of Occupational Safety and Health; 360-902-5522; cynthia.ireland@lni.wa.gov

—Washington Publication Date: 04/04/2018. Citations: WAC 296-155 (amended)

Regulatory Update

OCCUPATIONAL SAFETY AND HEALTH

Safety Standards, Permissible Exposure Limits for Airborne Contaminants/Crystalline Silica

Washington OCCUPATIONAL SAFETY AND HEALTH

Final rule of the Department of Labor and Industries amends regulations under WAC 296-307 and -841 and adopts regulations under WAC 296-840 regarding air contaminant standards and permissible exposure limits for respirable crystalline silica. The rule incorporates June 23, 2016, amendments to OSHA standards under 29 CFR 1910 and 1926 regarding occupational exposure to respirable crystalline silica for construction, general industry, and maritime workers. The amendments establish workplace exposure limits and requirements for exposure control methods, respiratory protection, hazard communication, and medical surveillance. The rule does not adopt certain revisions to exposure limits and short-term exposure limits (STELs) to beryllium, which will be addressed in a separate rulemaking. The rule also does not adopt certain redundant revisions concerning application of existing STELs for silica. The rule is

effective April 23, 2018. Contact: Chris Miller; DLI; 360-902-5090;
christopher.miller@lni.wa.gov

—Washington Publication Date: 04/04/2018. Citations: WAC 296-307-62625
(amended); WAC 296-840-095 (new); WAC 296-840-100 (new); WAC 296-840-105
(new); WAC 296-840-110 (new); WAC 296-840-115 (new); WAC 296-840-120 (new);
WAC 296-840-125 (new); WAC 296-840-130 (new); WAC 296-840-135 (new); WAC
296-840-140 (new); WAC 296-840-145 (new); WAC 296-840-150 (new); WAC 296-
840-155 (new); WAC 296-840-160 (new); WAC 296-840-165 (new); WAC 296-841-
20025 (amended)

Regulatory Update

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EHS State Regulatory Alert

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Google Alerts

greenhouse gas data

Daily update - April 3, 2018

NEWS

HPQ Signs MOU with Big **Data** Enterprise Blockchain Solution Developer to Develop a Carbon ...

GlobeNewswire (press release)

HPQ Signs MOU with Big **Data** Enterprise Blockchain Solution Developer to Develop a Carbon Credit Marketplace for Solar Carbon Credits Generated by its PUREVAP™ Process ... A panel made in China, for example, costs nearly double the **greenhouse-gas** emissions of one made in Europe."².



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EPA: **GHG** emissions standards for cars and light trucks should be revised; joint process with ...

Green Car Congress (blog)

EPA: **GHG** emissions standards for cars and light trucks should be revised; joint process with NHTSA (updated with more reactions) ... working with the Administration and other stakeholders to ensure final emissions and fuel economy standards are premised on **facts**, **data** and on-the-road examples.

The EPA's **fuel** standard rollback will hurt clean carmakers like Tesla - Vox

Trump admin says Obama EPA car rules should be eased - The Hill

Trump to roll back **fuel** standards for cars, light trucks - Detroit Free Press
 Full Coverage



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Global Automakers Views EPA's MY 2022-2025 **GHG** Emission Final Determination As An ...

GlobeNewswire (press release)

Washington, D.C., April 02, 2018 (GLOBE NEWSWIRE) -- The Association of Global Automakers appreciates the U.S. Environmental Protection Agency's (EPA) deliberative and **data**-driven determination that adjustments to the MY 2022-2025 **Greenhouse Gas (GHG)** Program for cars and light trucks are ...



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EPA orders revised CAFE targets, may revoke California's waiver

Automotive News (blog)

WASHINGTON -- EPA Administrator Scott Pruitt on Monday announced that aggressive light-vehicle fuel efficiency and emissions limits set under the Obama ... "NADA has long supported a **data**-driven and informed process for determining future **greenhouse gas** and fuel economy standards, and we ...



Flag as irrelevant

The big 'if' within vehicle **fuel** economy mandates

Fleet Owner

"Manufacturers support the **greenhouse gas** emissions and fuel economy program for automobiles. We agree with the EPA that the program should be updated based on lessons that have been learned from prior years, using the most current **data**," said Ross Eisenberg, vice president for energy and ...



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Gevo: ASTM subcommittee approves additional route to ATJ **fuel**

Ethanol Producer Magazine

That said, our ATJ technology could leverage certain, already installed ethanol capacity, depending on the **GHG** footprint, such as our Luverne plant, and only require a buildout of the hydrocarbon section of the plant. Our Luverne plant uses documented 'low carbon corn,' and that puts the Luverne plant ...



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US aims to relax vehicle **emissions** rules

Financial Times

The EPA said on Monday afternoon that "in light of recent **data**", the increasingly stringent **greenhouse gas** emissions standards planned for 2022-25 were "not appropriate" and should be revised. Scott Pruitt, the EPA administrator, said in a statement that the Obama administration had "made ...



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Statement on EPA's decision to weaken federal **emissions** standards

Access Washington

"We believe that strong vehicle fuel economy standards not only reduce **greenhouse gas** emissions and improve air quality, but also make us competitive in ... According to U.S. Department of Energy **data**, California, Oregon, and Washington have over 17,500 publicly-accessible EV charging stations.



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Trump Administration Plans to Weaken Tailpipe Pollution Standards

Center for Biological Diversity (press release)

WASHINGTON— The EPA announced plans today to roll back **greenhouse gas** standards for cars and light-duty trucks for model years 2022 through ... In March 2017, following automaker complaints, Trump announced his administration would reconsider the standards and gather more **data** about ...

EPA Takes Aim At Obama Auto Emissions Standards - Law360

Full Coverage



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Estuaries may experience accelerated impacts of human-caused CO2

Science Daily

Rising anthropogenic, or human-caused, carbon dioxide in the atmosphere may have up to twice the impact on coastal estuaries as it does in the oceans because the human-caused CO2 lowers the ecosystem's ability to absorb natural fluctuations of the **greenhouse gas**, a new study suggests.



Flag as irrelevant

California Presents Unique Roadblock For Trump Administration Attempt To Roll Back Fuel

...

Capital Public Radio News

Moreover, Sivas said, the EPA would have to show that the **data** the agency previously accepted under the Obama administration should not have been ... California previously sued the George W. Bush administration over its right to regulate **greenhouse gas** emissions from vehicle tail pipes, after the ...



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The County of San Mateo Selects Commvault HyperScale™ Appliances to Simplify Hybrid Cloud ...

Markets Insider

For example, the Open San Mateo County project features a County Shared Vision 2025 dashboard, providing residents with up-to-date **data** and statistics on the County's progress in realizing various community goals related to crime, homelessness, **greenhouse gas** emissions, resident life expectancy, ...



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HanesBrands Earns Ninth Consecutive US EPA Energy Star Partner of the Year Award for

...

Textile World Magazine

Hanes recently released the company's 2017 environmental performance **data** on energy use, carbon dioxide emissions, water use, renewable ... Energy Star was introduced by the EPA in 1992 as a voluntary, market-based partnership to reduce **greenhouse gas** emissions through increased efficiency.



Flag as irrelevant

Renewable fuel credits post biggest quarterly loss in a year

Reuters

Those credits once cost just a few cents, but the price has risen with more ambitious requirements for biofuels use to cut **greenhouse gas** emissions. The RFS ... They fell to a one-year low of 35 cents apiece in mid-March, according to **data** from the Oil price Information Service (OPIS), from a Jan. 2 high ...



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Ethanol industry sees change in GHG standards as opportunity

Feedstuffs

On Monday, U.S. Environmental Protection Agency Administrator Scott Pruitt announced the completion of the midterm evaluation (MTE) process for **greenhouse gas** (GHG) emission standards for cars and light trucks for model years 2022-25 and his final determination that, in light of recent **data**, the ...



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Inside automakers' Jekyll-and-Hyde approach to emissions rules

GreenBiz

In 2012, President Barack Obama announced the **greenhouse** reduction and **fuel** efficiency rules, called the CAFE standards, which require automakers ... "We support the administration for pursuing a **data**-driven effort and a single national program as it works to finalize future standards," said the group.



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Telecoms is a dirty business

TechCentral

"The primary energy consumers for MTN's operations are our technical facilities: network sites, **data** centres, switches and hubs," the report said. "This is ... The group's **greenhouse gas (GHG)** emissions increased by 24.7% compared to 2016, to two million tonnes of carbon dioxide equivalent (tCO2e).



Flag as irrelevant

Revisiting of Fuel Standards Is Not a Rollback

RealClearPolitics

Contrary to the breathless coverage of the Trump administration's action to revisit fuel economy and **greenhouse gas** emission standards, this decision ... The new administration has spent a year conducting research, looking at the unfolding **data** – and has reached the determination that adjustments are ...



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Northwestern earns prestigious ENERGY STAR award

Northwestern University NewsCenter

As part of the energy audit, the University uploaded building energy consumption **data** into ENERGY STAR's Portfolio Manager, a national ... The University's goal is to reduce energy consumption 20 percent by 2020 (from a 2010 baseline) and achieve net zero **greenhouse gas** emissions by 2050.



Flag as irrelevant

A provisional agreement on the Regulation for monitoring and reporting CO2 emissions and fuel ...

Lexology

On the basis of **data** collected by the European Environment Agency, in 2015 emissions levels of CO2 from road transport were 19% above 1990's levels. In 2015, 73% of **greenhouse gas** emissions originated from the transport sector, of which 18% from heavy-duty vehicles. According to the EU 2030 ...



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Pruitt did it. Here's why he's loosening the car rules

E&E News

Those talks, along with negotiations involving California, will determine the course of the most significant effort to tackle **greenhouse gas** emissions from ... To gather more **data**, EPA promised to "explore new analytical tools to look at new vehicle sales and fleet turnover as part of its decision-making ...



Flag as irrelevant

EPA to ease emissions standards for cars, trucks

Santa Fe New Mexican

"This was the right decision, and we support the Administration for pursuing a **data**-driven effort and a single national program as it works to finalize future ... "EPA will set a national standard for **greenhouse gas** emissions that allows auto manufacturers to make cars that people both want and can afford ...

[Flag as irrelevant](#)

"Above the Trend Line" – Your Industry Rumor Central for 4/3/2018

insideBIGDATA

This new level of efficiency will save billions of dollars in power costs while tremendously reducing **greenhouse emissions** ... Matillion, the makers of cloud **data** integration tools Matillion ETL for Amazon Redshift, Matillion ETL for Snowflake and Matillion ETL for Google BigQuery, announced it has ...

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Message

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Sent: 4/3/2018 9:41:19 AM
To: DeLuca, Isabel [DeLuca.Isabel@epa.gov]
Subject: Morning Energy: Pruitt tries to stay focused — Administration sues California on public lands — Energy Transfer Partners hacked, still delivering

By Kelsey Tamborrino | 04/03/2018 05:39 AM EDT

With help from Ben Lefebvre, Alex Guillén and Annie Snider

ADDING FUEL TO THE FIRE: Soon after first entering the White House, President Donald Trump ordered EPA to reopen its review of fuel efficiency requirements at the urging of automakers. And now embattled EPA Administrator Scott Pruitt is making good on that request, announcing his decision Monday to revise the Obama-era standards — but Pruitt's steady trickle of scandals is a lingering concern for the White House, POLITICO's Eliana Johnson, Alex Guillén and Andrew Restuccia [report](#).

Chief of staff John Kelly once considered the firing of Pruitt in the coming months as part of a wave of ousters that took down other agency heads, a senior administration official told POLITICO. Instead, the official said, Kelly decided to wait for the release of a forthcoming EPA inspector general's report on Pruitt's travels, which senior aides expect would be damning.

Still, multiple people close to the president argue that Pruitt is one of Trump's most effective Cabinet members in making policy, despite headlines about his pricey travel expenses or his [\\$50-a-night lodging](#). And the work on car and truck rules is a case in point. Pruitt criticized the Obama administration as he took aim at its legacy, and EPA's [announcement](#) of the planned revision will likely lead to cheers in states like Michigan and Ohio while enraging liberals in California, one of Trump's favorite targets.

Pruitt stopped short of announcing plans Monday to revoke the state's waiver to enforce more stringent auto emissions standards, but indicated he will pressure the state to fall in line behind federal rules. California Attorney General Xavier Becerra [said the state](#) was ready to sue EPA if it revoked the waiver.

Hot Doc: Read EPA's 38-page determination [here](#).

ABOUT THE ANNOUNCEMENT: EPA apparently called off plans for a big public rollout at a Northern Virginia car dealership today. "My understanding is that the administrator wanted a dealership as the backdrop, and that's changed. I don't know where the announcement will be made or when they're going to, in fact, make it. It is what it is," Geoffrey Pohanka, president of Pohanka Automotive Group, told ME Monday night. E&E had reported earlier that morning that Pruitt had planned to announce the car rule revisions at Pohanka Chevrolet in Chantilly, Va., though EPA never commented on whether such plans were in place, and environmentalists had planned protests at the dealership. Pohanka said he was not disappointed at the change in plans. "I don't care where it's made or when it's made, but I think this is the right decision for the economy, for the environment and for the consumer," he said.

A spokesman for the National Automobile Dealers Association told ME that Pruitt will meet privately this morning with automakers, dealers and representatives of industry trade groups to talk about his decision. But it's not clear who is attending the closed-door meeting. The NADA spokesman declined to share any further details, and EPA did not return multiple requests from POLITICO to attend on Monday.

IN OTHER PRUITT NEWS: At least three members of Congress had fundraisers at the lobbyist-owned townhouse during the same time period Pruitt was living there, The Daily Beast reports, based on a review of fundraiser invitations. The Washington Post reported Monday night that aides to Pruitt last year considered leasing a private jet on a month-to-month basis to accommodate his travel needs, citing current and former agency officials. And the New York Times points out that EPA endorsed an expansion of the Alberta Clipper pipeline while Pruitt was staying at the apartment linked to a lobbying firm for the company, though everyone involved says the administrator's living arrangement was not a factor.

— **Democratic House Energy and Commerce leaders** also sent a letter Monday to Pruitt, asking whether his December trip to Morocco to promote U.S. liquefied natural gas was connected to the living arrangement, among other questions. Read more here.

GOOD TUESDAY MORNING! I'm your host Kelsey Tamborrino. Lou Hrkman from Rep. David McKinley's office was the first to correctly guess James Shield — the first and only senator to serve from three states: Illinois, Minnesota and Missouri. For today: Only one current member of Congress attended Villanova. Who is it? Send your tips, energy gossip and comments to ktamborrino@politico.com, or follow us on Twitter @kelseytam, @Morning_Energy and @POLITICOPro.

POLITICO Space is our new, free weekly briefing on the policies and personalities shaping the second space age in Washington and beyond. **Sign up today to start receiving the newsletter right at launch on April 6.** *Presented by Boeing.*

GOING BACK TO CALI: The Trump administration sued California on Monday to block a new state law that limits transfers of federal lands. The suit, which was filed in a Sacramento federal court, contends that the state law is unconstitutional because it interferes with Congress' right to control the sale of federal property, POLITICO's Josh Gerstein reports.

What's it mean? For one, the suit is just the latest action for the Trump administration targeting the Golden State. A DOJ official told Josh he and his colleagues aren't singling out California, but instead are responding to an unprecedented series of legal provocations from the state. Becerra, meanwhile, vowed to defend the California law, and said the state will continue its aggressive legal campaign against Trump policies. "Our public lands should not be on the auction block to the highest bidder," Becerra said in a statement. "We're prepared, as always, to do what it takes to protect our people, our resources and our values."

HACKED, BUT STILL FLOWING: Energy Transfer Partners is still delivering natural gas through its Panhandle Eastern pipeline system despite a cyberattack against a scheduling service it uses, a company spokeswoman told ME. Bloomberg first reported the attack as disrupting a third-party digital system Energy Transfer uses to communicate with shippers using the pipeline, which delivers natural gas from Texas, Oklahoma and Kansas to the states as far north as Michigan. "It has not impacted our operations as we are handling all scheduling in house during this time," Energy Transfer spokeswoman Vicki Granado told ME. Energy Services Group, the company that provided the communication service to Energy Transfer, did not respond to phone calls.

WATER-GEN GETS TRUMP AUDIENCE: Water-Gen USA CEO Ed Russo and its president, Rabbi Yehuda Kaploun, met with Trump at Mar-a-Lago last week, Israel Hayom reports, with an accompanying photo. The outlet reports Trump was briefed by the delegation on Water-Gen's technology and discussed ways to implement it. EPA recently signed a research agreement with the Israeli company after Pruitt met with executives from the company last year at the request of GOP mega-donor Sheldon Adelson.

DOJ SETTLES WITH STEEL CO. FOR TOXIC LAKE MICHIGAN SPILL: U.S. Steel is agreeing to pay a \$600,000 civil penalty for spilling more than 300 pounds of toxic chromium into a waterway 500 yards from Lake Michigan last year. The April spill from its Indiana plant shut down the drinking water intake for the

town of Ogden, and forced the closure of four local beaches and shuttered Indiana Dunes National Lakeshore, managed by the National Park Service, for a week.

Under the consent decree lodged in federal court Monday, U.S. Steel, whose CEO sat next to Trump in the Cabinet room to talk steel tariffs one month ago, also agreed to make substantial upgrades to its wastewater processing monitoring system and reimburse the federal government for more than \$1 million in spill response costs. "This settlement is a prime example of how federal and state counterparts can work hand-in-hand to enforce environmental laws to protect the health of our citizens and the environment," said Jeffry Wood, assistant attorney general for the Justice Department's Environment and Natural Resources Division — despite the fact that EPA only learned of a second, November spill following calls from a reporter, after the company asked Indiana officials for "confidential treatment" of the incident, the Chicago Tribune reported.

Is it enough? Only having gotten their first look at the government's case late Monday, watchdogs weren't ready to weigh in on the fairness of the deal. "We're encouraged regulators are finally doing something, though we can't speak to the adequacy of that action until we have a chance to review the proposed Consent Decree itself," Mark Templeton, director of the University of Chicago Law Clinic, whose students uncovered key violations and brought their own suit on behalf of Lake Michigan surfers.

DOE, CAN YOU SPARE A DIME? FirstEnergy Solutions' bankruptcy will not change its request that DOE bail out some of its coal and nuclear plants, the company said. The utility declared Chapter 11 bankruptcy over the weekend, but the legal proceedings won't impact its emergency action request for DOE to force grid operators in the region to increase payments to the company's coal and nuclear power plants in Ohio and Pennsylvania. "The Chapter 11 filing does not affect the application to Secretary Perry," FES spokesman Thomas Mulligan told ME. "That request still stands." A DOE spokeswoman said the request is "under review."

TALK ABOUT STREAMLINING: The Army Corps of Engineers said Monday it will shave two years off the permitting process for a key project in Louisiana's plan to stem its break-neck rate of wetlands loss. The Corps had originally told the state it would need until October 2022 to review the environmental impact of the Mid-Barataria Bay diversion, but now says it can complete the review by November 2020. Environmental groups and Democratic Gov. John Bel Edwards' administration have pushed the Trump administration to accelerate the project.

ESTY OUT: Rep. Elizabeth Esty said Monday she would not run for reelection after coming under fire for her handling of sexual harassment allegations against her former chief of staff. The Connecticut Democrat is a member of both the House Science and Transportation committees and is a member of the bipartisan Climate Solutions Caucus.

MAIL CALL! WHALE CALL: Florida Sen. Bill Nelson sent a letter to Interior Secretary Ryan Zinke and Commerce Secretary Wilbur Ross Monday, urging federal officials to deny applications for oil and gas testing off Northeast Florida because of threats to endangered right whales. Read it here.

MOVER, SHAKER: Sen. John Hoeven's chief of staff, Ryan Bernstein, is leaving the Hill to join McGuireWoods Consulting as a senior vice president, where he'll lobby on energy and agriculture issues. Cassie Bladow will take over as Hoeven's chief of staff beginning April 9. (h/t POLITICO Influence)

QUICK HITS

— Wipeout: Human role in climate change removed from science report, The Center for Investigative Reporting.

— DOE — sort of — kills "SunShot Initiative," E&E News.

- Lobbying firm tied to Pruitt helped oil companies on environmental regulations, Houston Chronicle.
- Zinke's Interior Department disproportionately reassigned Native American workers, Talking Points Memo.
- Americans tell Interior to take a hike over proposed National Park fee increase, The Washington Post.

HAPPENING TODAY

9:30 a.m. — FERC meeting to discuss issues related to the coordination of Affected Systems raised in the complaint filed by EDF Renewable Energy, Inc., 888 First Street NE

9:30 a.m. — PennWell Corporation holds its Pipeline and Energy Expo conference, Tulsa, Okla.

11:00 a.m. — The International Trade Commission votes on biodiesel from Argentina and Indonesia, 500 E St. SW

12:00 p.m. — The Electric Power Research Institute news conference on "U.S. National Electrification Assessment," 529 14th Street NW

12:30 p.m. — The Johns Hopkins University Paul H. Nitze School of Advanced International Studies discussion on "The Power of Process: State Capacity and Climate Policy," 1619 Massachusetts Avenue NW

1:00 p.m. — Business Network for Offshore Wind holds International Offshore Wind Partnering Forum, Princeton, N.J.

THAT'S ALL FOR ME!

To view online:

<https://www.politicopro.com/newsletters/morning-energy/2018/04/pruitt-tries-to-stay-focused-156802>

Stories from POLITICO Pro

White House considered firing Pruitt Back

By Eliana Johnson, Alex Guillén and Andrew Restuccia | 04/02/2018 07:57 PM EDT

White House chief of staff John Kelly has considered the firing of embattled Environmental Protection Agency chief Scott Pruitt in the coming months as part of a wave of ousters of top officials causing headaches for the president, a senior administration official told POLITICO.

Pruitt is still hanging on for now, in part because Kelly wanted to wait for an upcoming EPA inspector general's report into his expensive travels, the senior official said. Another possible reason: Pruitt is doing the job President Donald Trump wants — including an announcement Monday that the agency will reverse the Obama administration's attempt to tighten fuel efficiency standards for cars and trucks.

Multiple people close to the president still argue that Pruitt is one of Trump's most effective Cabinet members in making policy, despite the steady drumbeat of headlines about his lavish travel expenses, high security costs and, most recently, the \$50-a-night lodging he secured for several months last year in a lobbyist's Capitol Hill condo.

His supporters say Monday's move on car and truck rules, long expected to land this week, is a case in point: It fulfills Trump's priority of reducing manufacturers' costs and will make life easier for automakers in states like Ohio and Michigan, while enraging liberals from California and other places that rejected the president in 2016.

"Scott Pruitt has proven that he's not afraid to stick his neck out and take on some big issues, and this is another example of that," said Myron Ebell, the energy director at the Competitive Enterprise Institute who ran Trump's EPA transition team. He added: "Now whether that helps him given his bad press on these other things, we'll have to wait and see."

Mike McKenna, an energy lobbyist who worked on the administration's transition team, said he doubts the recent news stories about Pruitt would even register with the White House when compared with his policy efforts, including the move to reverse fuel standards. "I think he's an A student. ... He's always working. He's always focused on the agenda. He's always trying to figure out ways to make the boss look good."

But the senior administration official, speaking anonymously to discuss internal policy deliberations, said Kelly had discussed firing Pruitt even before the latest revelations about his housing arrangements.

The official said Kelly had been waiting for the release of a forthcoming EPA inspector general's report on Pruitt's travels, which senior aides expected would be damning. Pruitt spent at least \$163,000 on first-class flights, charter flights and a military jet during his first year at the agency, including stops in Paris and Morocco, POLITICO has reported based on EPA records.

Kelly and other aides were also waiting for IG reports on Housing and Urban Development Secretary Ben Carson and then-Veterans Affairs Secretary David Shulkin, the official said.

POLITICO reported last month that the top aides had been considering announcing ousters of several officials at once, including then-national security adviser H.R. McMaster, until Trump upended those plans by abruptly firing McMaster late last month. The president subsequently showed Shulkin the door last week.

Now, Pruitt is in the position of trying to weather the latest bout of scandal and prove he's more valuable inside the Trump administration than on the outside.

White House aides have privately expressed exasperation with Pruitt in recent weeks over the series of negative stories that dominated headlines, paired with reports, including in POLITICO, that he was interested in replacing the even more embattled Jeff Sessions as attorney general. The issue of Pruitt's apparent big ambitions has roiled some in the White House, who often note that Trump is turned off by underlings who try to hog the spotlight.

Still, a second senior administration official told POLITICO last week that the White House stands behind Pruitt, even if the condo lease "probably does not show the best judgment." The official noted that Pruitt is "focused on enacting the Trump agenda."

Neither Pruitt nor Trump has commented publicly on the EPA leader's newest troubles, although EPA spokesman Jahan Wilcox said in a statement late Monday that "Administrator Pruitt is focused on advancing President Trump's agenda of regulatory certainty and environmental stewardship." As examples, Wilcox cited Pruitt's successful effort to persuade Trump to pull out of the Paris climate agreement, as well as work on repealing Barack Obama's major climate and water regulations and "cleaning up toxic Superfund sites that have been languishing for decades."

But criticism of Pruitt has even come from inside the GOP: Former New Jersey Gov. Chris Christie — who briefly oversaw Trump's post-election transition, and who could be a contender to replace Sessions himself — said Sunday that he did not expect Pruitt to survive.

Democrats and environmental groups are also eager to show Pruitt the door, saying the furor over his lease with the lobbyist exemplifies what's wrong with the EPA chief's policies.

"The national media spotlight on the fact that he quite literally is in the bed of industry lobbyists really exposes the broader pattern that we've seen from Scott Pruitt from the beginning: that he expects favors from polluter lobbyists because he is doing favors for polluter lobbyists," said Jeremy Symons, vice president for political affairs at the Environmental Defense Fund.

Symons also disputed the notion that Pruitt has been a successful EPA leader, noting that courts have dealt multiple setbacks to his deregulatory efforts and Congress has rejected his proposed steep budget cuts.

"Yes, he has started things Trump wanted him to start, but I doubt that he will successfully finish things because he won't be here or because he's going to lose in the court of law," he said.

A similar court battle may await Pruitt's move on the auto emissions standards.

Those requirements, for cars and trucks from model years 2022 to 2025, stemmed from a deal among representatives of the Obama administration, the auto industry and the state of California. The deal called on carmakers to make their vehicles burn less gasoline to reduce carbon dioxide emissions — and at the time, Obama's officials said it would cause new cars and trucks to achieve an average fuel efficiency of 54.5 miles per gallon. (In practice, the figure would have been more like 36 mpg.)

Soon after taking office, Trump ordered EPA to reopen its review of the efficiency requirements at the urging of automakers. Pruitt had faced a Sunday deadline to decide whether to revisit the standards.

EPA's announcement Monday said the standards "are not appropriate and should be revised," leaving it for the agency to decide later what the new requirements should be.

Pruitt also opened the door to possibly ending a Clean Air Act waiver that allows California to set tougher anti-pollution rules than the federal government. "Cooperative federalism doesn't mean that one state can dictate standards for the rest of the country," Pruitt said, without explicitly saying he planned to revoke the waiver.

California officials excoriated Pruitt's announcement.

"This is a politically motivated effort to weaken clean vehicle standards with no documentation, evidence or law to back up that decision," Mary Nichols, who chairs the California Air Resources Board, said in a statement. She added, "This decision takes the U.S. auto industry backward, and we will vigorously defend the existing clean vehicle standards and fight to preserve one national clean vehicle program."

Former Hillary Clinton campaign manager John Podesta speculated Monday that Pruitt may not be in office long enough to see many EPA courtroom battles to their conclusion.

"At some point, it becomes untenable for the administration to keep putting up with this publicity," Podesta told MSNBC. He added: "I think the pressure is mounting on him, and at some point it's going to hit the breaking point."

Emily Holden contributed to this report.

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EPA will revise Obama-era auto standards [Back](#)

By Alex Guillén and Emily Holden | 04/02/2018 02:15 PM EDT

EPA will revise auto emissions regulations set by the Obama administration, according to a set of agency talking points reviewed by POLITICO.

"Based on EPA's review and analysis of the comments and information received, and the Agency's own analysis, the Administrator believes that the current GHG emission standards for MY 2022-2025 light-duty vehicles are not appropriate and should be revised," Tate Bennett, associate administrator for public engagement and environmental education, wrote in an email this morning to supportive groups outside the agency.

The changes "will ensure that auto-manufacturers can make cars that consumers both want and can afford," Bennett's email said. "They will also treat all advanced vehicle technologies the same, including the potential natural gas vehicles and the role of high-octane fuels."

The move was widely expected following automakers' request for the Trump administration revisit the rules.

Those opposed to changing the standards, including California regulators and environmentalists who helped create the original rules, say weakening them will cost consumers more in the long run because of higher fuel usage. California is authorized to enforce higher standards inside its borders and in a dozen other states, raising the threat of automakers facing two sets of requirements.

Standards for model year 2022-2025 vehicles were set by a 2012 rule that also directed EPA to conduct a "midterm" review. In the event automakers would not be able to reach those later standards, EPA could revise them.

EPA Administrator Scott Pruitt is expected to formally announce the decision on Tuesday.

WHAT'S NEXT: Pruitt's determination triggers a new round of notice-and-comment rulemaking to revise the standards for 2022-2025 model year cars and light trucks. A proposal describing the changes could come as soon as this summer, but the timeline is still unclear.

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Pruitt: California can't 'dictate' car rules [Back](#)

By Alex Guillén | 04/02/2018 02:53 PM EDT

EPA Administrator Scott Pruitt today stopped short of announcing plans to revoke California's waiver to enforce more stringent auto emissions standards, but indicated he will pressure the state to fall in line behind federal rules.

"Cooperative federalism doesn't mean that one state can dictate standards for the rest of the country," Pruitt said in a press release formally announcing his decision to revise rules for model year 2022-2025 vehicles.

"EPA will set a national standard for greenhouse gas emissions that allows auto manufacturers to make cars that people both want and can afford — while still expanding environmental and safety benefits of newer cars," Pruitt continued. "It is in America's best interest to have a national standard, and we look forward to partnering with all states, including California, as we work to finalize that standard."

California regulators have indicated they are unlikely to agree to any changes to the program unless EPA agrees to issue standards continuing to require more efficient vehicles for model years 2026-2030.

Pruitt also took a swipe at the Obama administration, which in its own January 2017 determination said the current rules were achievable.

"The Obama EPA's determination was wrong," Pruitt said. "Obama's EPA cut the midterm evaluation process short with politically charged expediency, made assumptions about the standards that didn't comport with reality and set the standards too high."

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California ready to sue if Pruitt goes after car waiver [Back](#)

By Alex Guillén | 04/02/2018 04:13 PM EDT

California Attorney General Xavier Becerra said today he is ready and willing to take EPA to court if the agency tries to revoke the state's special waiver to enforce the existing auto emissions standards, as Administrator Scott Pruitt hinted he may do if the state does not go along.

"We're ready to file suit if needed to protect these critical standards and to fight the Administration's war on our environment," Becerra said in a statement.

EPA in 2009 granted California a waiver under the Clean Air Act to enforce more stringent auto emissions standards through model year 2025 vehicles. The 2012 regulation that created national standards included an agreement with California that any car that met the new standards would be deemed to have met California's as well.

But loosening the national standards would break that agreement, and California could enforce the higher standards within its own border. Another 12 states also follow California's rules, including New York, New Jersey and Pennsylvania. State officials have said they are optimistic California could win in court given its special treatment under the Clean Air Act.

California Air Resources Board Chairwoman Mary Nichols echoed Becerra's sentiment.

"This is a politically motivated effort to weaken clean vehicle standards with no documentation, evidence or law to back up that decision," she said. "This decision takes the U.S. auto industry backward, and we will vigorously defend the existing clean vehicle standards and fight to preserve one national clean vehicle program."

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EPA releases Pruitt's decision to revise car standards [Back](#)

By Alex Guillén | 04/02/2018 04:38 PM EDT

EPA has released the 38-page [determination](#) from Administrator Scott Pruitt that the model year 2022-2025 standards are too strong and must be revised.

The "current standards are based on outdated information, and ... more recent information suggests that the current standards may be too stringent," according to the pre-publication notice signed by Pruitt today.

Pruitt's determination also formally withdraws the one issued by Gina McCarthy in the final days of the Obama administration.

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Democrats question Pruitt on housing arrangement [Back](#)

By Alex Guillén | 04/02/2018 05:06 PM EDT

Three House Democrats today [wrote](#) to EPA Administrator Scott Pruitt asking questions about his arrangement renting a room from a lobbyist for \$50 a night.

"We are concerned that the unique rental arrangement, in which you only paid rent on the nights you were in town for use of one bedroom in the home, could be a potential conflict of interest," wrote Reps. [Frank Pallone](#) (D-N.J.), [Diana DeGette](#) (D-Colo.) and [Paul Tonko](#) (D-N.Y.).

"As administrator, you have taken a number of actions to benefit industries regulated by EPA, and this news raises the possibility that you may have personally benefited from your relationship with industry," they added.

They included a series of questions about the arrangement, including how Pruitt determined he was paying fair market value, whether Pruitt left personal belongings in the room when staying there, whether anyone else ever stayed at the property and whether ethics official were aware of the situation.

The lawmakers also questioned whether Pruitt's December trip to Morocco to promote U.S. liquefied natural gas was connected to the living arrangement. The owner's husband, Steven Hart, is registered to lobby for LNG exporter Cheniere Energy.

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Trump administration sues California over state law on federal land transfers [Back](#)

By Josh Gerstein | 04/02/2018 03:25 PM EDT

The legal war between the Trump administration and the state of California expanded Monday as the Justice Department sued to block a new state law that limits transfers of federal lands.

The suit, filed in federal court in Sacramento on Monday, contends that the state law is unconstitutional because it interferes with Congress' right to control the sale of federal property.

California's Legislature adopted the law last October at the urging of environmentalists concerned that the Trump administration was readying plans to sell off federal land for real estate development, mining or drilling.

The [new suit](#) was filed by the Justice Department less than a month after the federal government sued California over three other state laws widely viewed as enacting "sanctuary" policies aimed at blocking aggressive immigration enforcement by the Trump administration.

That suit grabbed headlines, but lawyers for the state and attorneys for the federal government have been battling in court for months over more than two dozen lawsuits California Attorney General Xavier Becerra has brought on issues ranging from the president's so-called travel ban to rollbacks of birth control coverage under Obamacare to efforts to ban transgender people from serving in the military.

Justice Department officials expressed frustration Monday with the tactics California's legislators and Gov. Jerry Brown have used to register their disagreement with Trump policies.

"California has, once again, passed an extreme statute found in no other state to obstruct the federal government, this time by interfering with the conveyance of federal lands," acting Associate Attorney General Jesse Panuccio told reporters. "This is another example of California ignoring federal law. No state legislature can, statute by statute, undermine the rule of law and the U.S. Constitution."

In a statement, Attorney General Jeff Sessions said California officials are not only ignoring the Constitution, but also the very terms under which California became a state in 1850.

"California was admitted to the Union upon the express condition that it would never interfere with the disposal of federal land," Sessions said. "The Justice Department shouldn't have to spend valuable time and resources to file this suit today, but we have a duty to defend the rightful prerogatives of the U.S. military, the Interior Department and other federal agencies."

A Justice Department official said he and his colleagues aren't singling out California but are responding to an unprecedented series of legal provocations from the state.

"To the extent it looks like we're focusing on California, that is really a product of the extreme nature of the laws California is passing in recent days," said the official, who spoke on condition of anonymity. "They are passing laws no other state is passing or has thought to pass and that's because they're unconstitutional."

Justice Department officials said they did not discuss legal concerns about the bill with the state before the suit was filed Monday. They said, however, that state officials are well aware of the legal problems, because the state Legislature's official analysis of the bill issued prior to its passage noted a "strong possibility" that the measure would be found unconstitutional.

Becerra vowed to defend the California law, and he said the state will continue its aggressive legal campaign against Trump policies.

"California didn't become our nation's economic engine and the sixth-largest economy in the world by just sitting back," the California attorney general said in a statement. "Our public lands should not be on the auction block to the highest bidder. We're prepared, as always, to do what it takes to protect our people, our resources, and our values."

The state law, known as Senate Bill 50, requires that the California State Lands Commission have right of first refusal on many land transfers planned by the federal government. Federal officials say the law has already scuttled or bogged down planned transfers of several federal properties to developers, often under plans that were the subject of extensive negotiation with local officials.

Sen. Ben Allen, a Santa Monica Democrat who authored the bill, defended it Monday as a modest attempt to prevent a mass sale of federal lands at Trump's direction.

"We are simply asking that before any sell-off occurs, the state be given an opportunity to preserve them. This law provides a viable, legitimate mechanism to block an extreme agenda seeking to privatize public outdoor recreational treasures," Allen said in a statement.

In addition to the state, the newly-filed suit names Gov. Brown as a defendant along with the State Lands Commission. A spokesman for the Brown administration stressed Monday that officials are determined to preserve public land for public use.

"While the Administration is evaluating the lawsuit and considering next steps, the Administration's commitment to protecting access to public lands for the use and enjoyment by all Californians is unchanged and unwavering," spokesman H.D. Palmer said.

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Trump's revenge on California: The Census [Back](#)

By David Siders | 01/16/2018 06:23 PM EDT

LOS ANGELES — Fear is rising among Democrats over the prospect that President Donald Trump's hard line on immigration — including Monday's proposal for a U.S. Census question on citizenship status — might ultimately cost California a seat in Congress during the upcoming round of reapportionment.

Top Democrats here are increasingly worried the administration's restrictive policies — and the potential inclusion of a question about citizenship on the next U.S. census — could scare whole swaths of California's large immigrant population away from participating in the decennial count, resulting in an undercount that could cost the state billions of dollars in federal funding over the next decade and, perhaps, the loss of one of its 53 seats in the U.S. House of Representatives.

The fears are well-founded: According to the population formula used by Congress to distribute House seats every 10 years, California is currently on the bubble in 2020, on the verge of losing a seat for the first time in its history.

California's Democratic governor, Jerry Brown, in January proposed spending more than \$40 million on the state's own census-related outreach efforts to avoid that fate.

"There's a lot of fear" about the census count, Paul Mitchell of Political Data Inc., the voter data firm used by both Republicans and Democrats in California, said in January. "The state is starting to get together resources, because it does have an actual direct impact ... on state revenues if we have a severe undercount."

California Secretary of State Alex Padilla told POLITICO in January the Trump administration's management of the census could have "devastating effects" on his state.

"The citizenship question is just the latest red flag — maybe one of the biggest — but just the latest red flag," Padilla said.

On Tuesday, California Attorney General Xavier Becerra filed a lawsuit against the Trump administration over its decision to add a citizenship question to the Census.

"The census constitutes the backbone for planning how and where our communities will invest taxpayer dollars," Becerra said in a prepared statement. "California simply has too much to lose to allow the Trump Administration to botch this important decennial obligation. What the Trump Administration is requesting is not just alarming, it is an unconstitutional attempt to disrupt an accurate Census count."

Angst about the 2020 census took hold nationally long before the proposal to ask people about their citizenship. The bureau has been hampered by management questions and funding shortages that voting-rights advocates fear could hinder efforts to reach immigrants and other hard-to-count groups.

Those populations are especially prevalent in California, where Democrats and voting-rights advocates warned that Trump's rhetoric on immigration could chill participation.

"It's already a toxic environment coming forward from D.C.," Daniel Zingale, of the nonpartisan advocacy group The California Endowment, said previously. "When you add up all of these things — the abandonment of competent leadership, the proposed citizenship question, the hostile environment toward a state like ours and our diverse population, it is perceived here as a less than act of good faith coming from Washington, D.C."

Zingale added, "I think Californians have never felt less represented in the national capital than we're feeling right now."

According to a study in December by Virginia-based Election Data Services, California could come "very close" to losing a congressional seat following the 2020 census regardless of immigrant participation in the count, a result of the state's flattening population growth.

Arizona, Colorado, Florida, Montana, North Carolina, Oregon and Texas could all gain seats, according to the study, while eight or nine states, including New York, Illinois and West Virginia, could each lose one.

Yet uncertainty about demographic changes and the Trump administration's handling of the census continues to cloud those projections. Kimball Brace, president of Election Data Services, cautioned in a prepared statement that "the change in administration and the lack of a Census Director could have a profound impact on how well the 2020 Census is conducted, and therefore the counts that are available for apportionment."

The prospect of losing a congressional seat is a familiar predicament in Rust Belt states. But it's unheard of in California, which has added 42 House seats since 1920 due to nearly nonstop population growth. In such a solidly blue state, the loss of a seat would have a disproportionate impact on the Democratic Party.

"If millions of non-citizens refuse to participate in the US Census, the Democrats will take [a] massive political beating," Tony Quinn, a political analyst and former Republican legislative aide, wrote in [the Fox & Hounds political blog in January](#). "That's because electoral districts must be drawn based on population. The non-citizen population resides in heavily Democratic areas; if they are not counted, those areas will not have sufficient population to support Democratic congressional and legislative districts, especially in the big cities."

Garry South, a longtime Democratic strategist, accused the White House of "trying to turn [the census] into essentially a gerrymandering process."

Many Republicans who have long called for its inclusion, downplayed concerns about a significant undercount in California or any other state.

Harmeet Dhillon, a San Francisco attorney and member of the Republican National Committee, said earlier this year that "by the time we have to get closer to actually performing [the census] ... this is the type of thing where there's a legion of bureaucrats who are tasked with doing this" and "it gets done somehow."

In a state where Democrats control every statewide office and overwhelming majorities in the Legislature, Dhillon said Democrats can only blame themselves if California loses a House seat. More people would come to California or stay here, she said, if taxes and other regulatory burdens were not so high.

Taking aim at one liberal firebrand, Dhillon said, "My only request is if we end up losing a seat, if it could be taken from Maxine Waters' congressional district."

The results of the 2020 census on California's congressional representation (which could also mean the loss of a vote in the Electoral College) will not be felt until after the next presidential election — an eternity in politics. But California politicians are acutely aware of the significance of the count, having been stung by the census before.

Following the 1990 census, the state's nonpartisan Legislative Analyst's Office estimated that a higher undercount in California than in other states — with difficulty counting non-white people, young people and renters, among others — "likely cost California one seat in the U.S. House of Representatives and at least \$2 billion in federal funds during the 1990s."

Ten years later, the state undertook a more aggressive outreach effort of its own. In an effort similar to what California Democrats are contemplating today, the state employed local organizations to promote the census in their communities and financed a multilingual, multimedia advertising campaign.

Now, with uncertainty surrounding the 2020 census and with California "just on the cusp of perhaps losing a seat," said Phil Sparks, co-director of The Census Project, a group that tracks the census, "I think they have a well-founded concern about whether they're going to be fairly and accurately counted."

Arturo Vargas, executive director of the National Association of Latino Elected and Appointed Officials, said California has more at stake in an undercount than other states because "any undercount of Latinos, any undercount of immigrants, is going to hit California harder than Nebraska, or some other state with a low population of Latinos and immigrants."

Vargas, a member of the Census Bureau's National Advisory Committee on Racial, Ethnic and Other Populations, described underrepresentation in the census as a perennial concern.

But he added, "What has complicated the bureau's job for 2020 is that what we're hearing out of Washington today, and have been for the last year ... is that there is greater hostility from the federal government to immigrants."

Heading into the 2020 census with Trump, Vargas said, "That's the premise we're working with."

Editor's note: This story, which first appeared on January 16, has been updated to reflect the Commerce Department's announcement that it would include a question about citizenship status in the 2020 U.S. Census.

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Sheldon Adelson got this company a meeting with Pruitt, now EPA is studying its technology [Back](#)

By Alex Guillén | 03/28/2018 05:29 AM EDT

EPA has signed a research agreement with an Israeli company that Administrator Scott Pruitt met with last year at the request of GOP mega-donor Sheldon Adelson.

The agency will study one of the company's products, an "atmospheric water generator," essentially a giant dehumidifier that pulls drinkable water out of the air.

The company, Water-Gen, pitches its technology as useful for remote areas that lack proper water infrastructure. The devices could also be useful following large-scale disasters that disrupt clean water supplies. Water-Gen [sent](#) four water generators to Texas and Florida following Hurricanes Harvey and Irma last year.

"EPA believes in facilitating cooperative research efforts that will foster innovative solutions to pressing environmental issues, and looks forward to working with other companies and organizations on technology development efforts," Pruitt said in a statement on Tuesday.

Pruitt met on March 29, 2017, with executives from Water-Gen "as a request of Sheldon Adelson," according to copies of his calendar that were released after activists filed a lawsuit. Adelson's relationship with the company is unclear.

In the meeting was Maxim Pasik, Water-Gen's executive chairman. According to Pasik's biography, he is also involved in a company that invests in oil and gas projects and a company that designs "green vertical walls." Also attending was Yehuda Kaploun, president of Water-Gen's U.S. division.

It is not clear whether the executives specifically pitched an R&D agreement at that meeting.

Pasik also had a followup meeting with Pruitt and other officials May 10, according to the administrator's calendar.

EPA did not respond immediately to questions Tuesday night about the meeting or Adelson's involvement. Late-night emails to an Adelson representative and Water-Gen executives were not immediately returned either.

EPA's Office of Research and Development [put out the public call](#) for partners to help study atmospheric water generation in September, months after the Pruitt meeting.

The agency signed the research agreement with Water-Gen in January. It was not immediately clear why the agreement was not announced until two months later.

The agreement involves the company lending one of its generators to EPA for at least three months for study at the agency's Cincinnati laboratory. EPA did not pay the company and is not being paid, the agency said.

Known as a Cooperative Research and Development Agreement, or CRADA, the agreement lets EPA work with the company on testing the generators and studying potential uses in the U.S. Such agreements are not unusual. EPA said it entered into eight similar agreements during fiscal year 2017, and dozens of less complex agreements to share data or materials.

Water-Gen has worked in recent years to boost its U.S. profile.

Alan Dershowitz, the prominent American attorney and a member of Water-Gen's board of directors, pitched the technology at last year's gathering of American Israel Public Affairs Committee, just two days before Pruitt's meeting.

Israeli Prime Minister Benjamin Netanyahu gave the company a nod at this year's AIPAC conference earlier this month, saying the technology "improves on Moses," who is described in two sections of the Torah as producing water from a rock.

The specific device EPA is studying, the GEN-350, is a medium-scale generator that can create 600 liters of clean water, or about 160 gallons, each day. It weighs more than 1,700 pounds and can be transported by truck or SUV to remote locations, according to the company's website.

Water-Gen also makes a smaller version for homes or offices that generates up to eight gallons a day, as well as a large-scale version it pitches for large buildings that can produce over 1,300 gallons daily. All run on electricity.

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FirstEnergy Solutions asks DOE for emergency support for plants [Back](#)

By Eric Wolff | 03/29/2018 11:30 AM EDT

Days before a huge bond payment is due, FirstEnergy Solutions is seeking an emergency order from the Department of Energy to keep its power plants operating.

The subsidiary of FirstEnergy Corp. filed a request with DOE today, asking Energy Secretary Rick Perry to direct the grid operator in its region to increase payments to the company's coal and nuclear power plants in Ohio and Pennsylvania. The request comes after federal regulators in January rejected Perry's grid resilience proposal that would have more broadly subsidized coal and nuclear plants in the region. FirstEnergy would have been among the lead beneficiaries of that plan.

The company said it thinks DOE's order should apply to all coal and nuclear plants in the PJM Interconnection, though it acknowledged that it could only formally ask for its own facilities to be covered.

FirstEnergy Solutions has been teetering on the edge of bankruptcy for months. Its plea for emergency aid comes two days before the company has to make a bond payment reported to be around \$100 million. Many analysts have expected FES to file for bankruptcy before that payment came due.

DOE spokeswoman Shaylyn Hines said the application "will now go through our standard review process."

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Rep. Esty won't seek reelection after mishandling harassment allegations [Back](#)

By Heather Caygle | 04/02/2018 04:54 PM EDT

Rep. Elizabeth Esty (D-Conn.) announced Monday that she will not seek reelection after coming under fire for her handling of sexual harassment allegations against her former chief of staff.

"I have determined that it is in the best interest of my constituents and my family to end my time in Congress at the end of this year and not seek re-election," she said in a [Facebook post](#). "Too many women have been harmed by harassment in the workplace. In the terrible situation in my office, I could have and should have done better."

Esty's announcement follows calls from several prominent Connecticut politicians of both parties demanding she resign after news broke late last week of how she addressed the sexual harassment and abuse allegations launched against a former top staffer.

Esty kept her then-chief of staff Tony Baker on the payroll for three months in 2016, even after she learned of Baker's threats to kill a female staffer he'd once dated, while investigating the allegations.

"You better f-----g reply to me or I will f-----g kill you," Baker said in a voice message, according to a recording obtained by The Washington Post.

The female staffer, Anna Kain, [told the Post](#) that in addition to a voicemail recording of Baker's threat to kill her, she also provided "detailed allegations" that Baker had "punched, berated and sexually harassed" her when she worked in Esty's office as a senior adviser in 2014.

Baker left the office in August 2016, but he received a \$5,000 severance and a positive letter of recommendation for employment from Esty, according to the Post report.

Several top Democrats in her home state, including the Senate majority leader and president pro tem, had called on her resign.

"Congresswoman Elizabeth Esty's decision not to run for another term is the right one," said Connecticut Gov. Dannel Malloy. "I spoke with the congresswoman multiple times over the weekend and as recently as today, encouraging full transparency with the press and public, and also urging her to do what is in best interest of her constituents and her family. I believe she is now doing that."

Prominent Democrats in Washington had expressed concern with Esty's actions but stopped short of calling on her to step down.

House Minority Leader Nancy Pelosi and Esty spoke by phone Monday, and Pelosi was informed of her decision to retire, according to an aide to the Democratic leader.

Esty previously rebuffed calls to resign and took several steps in recent days to try to contain the controversy.

The Connecticut Democrat sent a [letter to her colleagues](#) on Friday, promising to "do better" in the future.

"In the spring of 2016, my then-Chief of Staff made a threat of violence against a former member of my staff," Esty told legislators in a memo obtained by POLITICO. "I was horrified and angry to learn that someone I put my trust into could victimize a member of my staff, someone I respect and care deeply about."

And on Monday, Esty asked the House Ethics Committee for [an expedited review](#) of how she handled the charges against Baker.

"It certainly was far from a perfect process — and I would appreciate their advice, counsel and review," Esty said of the Ethics panel in a statement earlier Monday.

"I have apologized for my mistakes in the handling of this matter. I feel terribly for the victim of abuse. In seeking this inquiry, I want to clarify whether there was any wrongdoing on my part."

Esty's handling of the abuse allegations against her top staffer was first reported by [the Connecticut Post](#) on Thursday.

With Esty's departure, the seat is not guaranteed to remain in Democratic hands.

Esty won a close, hard-fought race for her first term in Congress but strengthened her hold on Connecticut's 5th District in later elections, winning 53 percent of the vote in 2014 and 58 percent in 2016.

But the Democratic Congressional Campaign Committee put Esty in its program for incumbents in tough seats last year, after Hillary Clinton took 50 percent in the district in the 2016 presidential election.

Another possible complication for Democrats in the northwest Connecticut district is Malloy, who is not running for reelection in 2018 but was less popular than President Donald Trump [in a poll](#) taken earlier this year for a labor group.

Republicans have started floating William Petit Jr., a doctor and member of the Connecticut House of Representatives, as a potential candidate for the seat. Petit is the sole survivor of a gruesome home invasion more than 10 years ago in which his wife and two daughters were murdered.

Scott Bland and Alex Isenstadt contributed to this report.

To view online [click here](#).

[Back](#)

Was this Pro content helpful? Tell us what you think in one click.



Yes, very

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Neutral

Not really

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This email was sent to deluca.isabel@epa.gov by: POLITICO, LLC 1000 Wilson Blvd. Arlington, VA, 22209, USA

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Message

From: Millett, John [Millett.John@epa.gov]
Sent: 4/9/2018 7:54:43 PM
To: OAR Briefings [OAR_Briefings@epa.gov]
Subject: MEMA talking points
Attachments: Event Form OAR AA.DOCX; MEMA_Draft Talking Points_4 9 18.docx

For Bill's 11:15 tomorrow, with thanks to OTAQ.

~~~~~  
John Millett  
Director, OAR Communications  
Desk: 202-564-2903  
Cell: 202-510-1822

|                        |
|------------------------|
| Event Information Form |
|------------------------|

This form has been designed to assist in planning participation in events and activities.  
This is not a confirmation of attendance.

### Basic Background

|                                                                                                                                                   |                                                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| Name of Event                                                                                                                                     | MEMA 2018 Legislative Summit                                        |
| Sponsoring Organization                                                                                                                           | Motor & Equipment Manufacturers Association                         |
| Date of Event                                                                                                                                     | April 10, 2018                                                      |
| Time of Event                                                                                                                                     | 10 am – 2 pm                                                        |
| Expected time of remarks or participation by EPA official                                                                                         | 11:15 am – 11:45 am                                                 |
| Location (please include city/town and street address)                                                                                            | Mandarin Oriental Hotel, 1330 Maryland Ave SW, Washington, DC 20024 |
| Directions to the event (if appropriate, please also include relevant information about parking, the specific building, and best entrance to use) | Valet parking, event is in lower level in the Grand Ballroom        |
| Where to meet POC                                                                                                                                 | POC will meet you at hotel lobby                                    |

### Event Description and Role of the EPA official

|                                                                                                                                                                                                   |                                                                                                                                                                                                               |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Brief description or outline of the event                                                                                                                                                         | Annual fly-in for MEMA members                                                                                                                                                                                |
| Brochure, invitation and/or other event material(s)                                                                                                                                               | Agenda attached                                                                                                                                                                                               |
| Agenda and order of speakers and biography/information of other speakers                                                                                                                          | Agenda attached                                                                                                                                                                                               |
| Name of person introducing EPA official                                                                                                                                                           | TBD – should be a MEMA division president / high level staff or member executive. Will send once final                                                                                                        |
| Basic information about the role of the EPA official at the event. (For example, will they serve as a keynote speaker? Participate on a panel? Take part in a press conference? Tour a facility?) | Featured speaker                                                                                                                                                                                              |
| If the EPA official is a featured speaker, which topic(s) should they address and how long?                                                                                                       | Timeframe: 20-minute remarks with 10-minute Q&A; Topics” midterm evaluation on vehicle greenhouse gas emissions, glider vehicles; any other air regs of motor vehicles, including off-highway heavy equipment |
| What rules would the audience like to hear about?                                                                                                                                                 | CAFE, glider rule                                                                                                                                                                                             |
| Will there be time for Q&A? If so, who will be moderating?                                                                                                                                        | Ideally, 10 minutes of Q&A. We can do question cards and have a MEMA staff member moderate or have an open mic for the crowd.                                                                                 |
| Do you have a sense of the types of questions that may be asked?                                                                                                                                  | Process of the midterm evaluation, timing of the NPRM, timing of glider rule finalization, potential for heavy-duty NOx proposed rule, CARB                                                                   |
| Recommendations on the use of visuals/PowerPoint. Should the EPA official plan on using a PowerPoint Presentation?                                                                                | No need for a PowerPoint                                                                                                                                                                                      |

|                                                                                                                                              |                                                                         |
|----------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|
| What is the physical layout of the room (e.g. size, and format of the interaction; podium, seated in armchair dialogue, or at a table, etc.) | Grand Ballroom of the Mandarin, have a riser at the front with a podium |
|----------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|

About the Audience

|                                                                                                                                                                       |                                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| Please tell us about the make-up of the audience for the event:                                                                                                       | 150 vehicle supplier executives |
| Expected number in attendance at the event                                                                                                                            | 150                             |
| Will it be largely members of your organization?                                                                                                                      | Yes                             |
| Will others be in attendance? If so, who will be at the event? (General public, Businesspeople, Educators, Families, Students – what grade level, Children – how old) | Open to MEMA members only       |
| Others? (Please describe)                                                                                                                                             | N/A                             |
| Is the event open to press?                                                                                                                                           | No                              |

Contact Information

|                                     |                                                                               |
|-------------------------------------|-------------------------------------------------------------------------------|
| Your name:                          | Briana Huxley                                                                 |
| Telephone Number:                   | 202-312-9242                                                                  |
| Mailing Address:                    | 1030 15 <sup>th</sup> St NW, Suite 500 East<br>Washington, DC 20005           |
| E-Mail Address:                     | [ <a href="mailto:Bhuxley@mema.org">HYPERLINK "mailto:Bhuxley@mema.org"</a> ] |
| Cell Phone Number:                  | 508-525-3888                                                                  |
| Fax Number:                         | 202-737-3742                                                                  |
| Best way to reach you at the event? | Cell – 508-525-3888                                                           |

EPA Contact Person

Emily Atkinson, Administrative Speech Coordinator: 202-564-1850

John Millett, Communications Director: 202-564-2903

DRAFT 4/9/18

## **Motor & Equipment Manufacturers Association (MEMA) 2018 Legislative Summit**

Date: April 10, 2018

Location: Mandarin Oriental Hotel, 1330 Maryland Ave SW, Washington, DC 20024 - Grand Ballroom of the Mandarin, have a riser at the front with a podium

Time of remarks: 11:15 am – 11:45 am

Format: 20-minute remarks with 10-minute Q&A

Topics: Midterm evaluation on vehicle greenhouse gas emissions, glider vehicles; any other air regs of motor vehicles - including off-highway heavy equipment, potential for heavy-duty NOx proposed rule

Audience: No press, open to MEMA members only

### **Intro/Acknowledgements**

- Good morning. Thank you so much for inviting me to speak with you this morning and thank you to XXX for your kind introduction. It looks like you guys have a great agenda planned for your time here in DC and I'm delighted to be speaking to you all.
- It is always a good day for me when I can get out of the office and meet with EPA's stakeholders. I always learn things and it's just good to meet all of you and have a chance to talk to you about the issues that are most important to you.
- It's forums just like this one that help continue to facilitate the conversations on the issues and help foster the development of new ideas that lead to common-sense and workable solutions.
- So this morning I'd like to provide you with an update on some of our high priority actions in the air office, and provide you with a brief overview of the transportation office.

### **OAR General Topics**

- While I'm keenly aware of your primary interests most of you may have in the work my office does, it's important to note the Transportation and Air Quality office, which is part of the broader Air Office, works on a variety of programs under the Clean Air Act.
- [Stationary Source Priorities?]

### **Light-Duty Program and MTE**

- The national program for GHG emissions and fuel economy standards for passenger cars and trucks was developed jointly by EPA and the National Highway Traffic Safety Administration



DRAFT 4/9/18

(NHTSA). The standards were established in two phases: Phase 1 - model years 2012 - 2016; and Phase 2 - model years 2017 - 2025.

- In a March 22, 2017, in a *Federal Register* notice, the Administrator announced his intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles.
- EPA provided a public comment period on the reconsideration during August – October 2017 and held a public hearing in September 2017. The Agency has received more than 290,000 comments on this issue.
- Last week, on April 2, the Administrator announced that he has found that the current model year 2022-2025 standards are not appropriate and should be revised.
- The next step is that EPA, in partnership with NHTSA, will initiate a notice and comment rulemaking to further consider appropriate standards for model year 2022-2025 vehicles.

#### **Light-Duty Vehicle Trends and GHG Performance Reports**

- In January, EPA issued two annual reports that provide information on fuel economy and greenhouse gas emissions from light-duty vehicles in the United States. The reports show auto manufacturers continue to innovate and make progress increasing fuel economy and reducing pollution.
- The Light-Duty Automotive Technology, Carbon Dioxide Emissions, and Fuel Economy Trends: 1975-2017 report is the authoritative reference for real world fuel economy, technology trends and tailpipe carbon dioxide emissions, for new personal vehicles sold in the U.S. every year since 1975.
- The report shows fuel economy for the U.S. fleet continues to improve. Model year 2016 vehicle fuel economy was 24.7 mpg, slightly higher than model year 2015, and a record high overall. Since model year 2004, fuel economy and CO<sub>2</sub> emissions have improved in ten out of twelve years.
- The Manufacturer Performance Report assesses compliance performance for individual automakers and for the U.S. fleet as a whole with the greenhouse gas emissions standards for light-duty vehicles. This year's report shows all manufacturers are in compliance with the standards.

#### **Heavy-Duty GHG Program**

- I wanted to spend a little time updating you on our implementation progress of phase 2 of the heavy duty GHG standards. As you know 2 parts of those standards are being reconsidered.
- On November 9, 2017, EPA Administrator Pruitt signed a proposal to repeal the emission standards and other requirements for heavy-duty glider vehicles, glider engines, and glider kits.

DRAFT 4/9/18

- We are currently considering the public input we got on that proposal.
- We are also conducting a legal and policy review of the trailer provisions of the Phase 2 Rule.

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- In a response issued last December, EPA stated that we would continue the technical work that could lead to a new, more stringent heavy-duty NOx standards program in the future.
- We continue to hear from a number of stakeholders on this important topic, including the original Petitioners, other state & local agencies, and some within the industry. EPA staff will continue—as they always have—to evaluate the technological and test-method advancements that show promise in achieving lower emission levels and improving air quality.

### **Addressing the legacy fleet of diesel engines**

- Another program that has really stood the test of time is the Diesel Emissions Reduction Act grant program – otherwise known as DERA.
- Our DERA team is finding ways to support a faster transition to cleaner diesel engines that reduce emissions across the country. 2017 was a busy year, with the team awarding national grants for a total of \$34 million dollars; state grants for \$15 million; a grant opportunity for tribes worth \$1.5 million; and a \$9 million rebate program to help public school bus fleet owners replace or retrofit older school buses.
- We look forward to another busy year for DERA in 2018 with more funding available. We anticipate rolling out our 2018 national, state, and tribal grant opportunities in the next two months.

### **Ports Initiative**

- We are also working on a voluntary collaborative effort that I am very excited about called our Ports Initiative. As you know, Ports are the lifeblood of our economy, and yet the very engines that power equipment to move goods and passengers at ports can expose people to levels of air pollution that can contribute to significant health problems.
- That is where our ports team comes in. Along with regional partners---we are working to illuminate and help facilitate strategies to reduce air pollution at ports as well as helping port communities participate in port decisions that impact them.

DRAFT 4/9/18

- Stakeholder outreach, collaboration, and capacity-building are some of the key elements of the Ports Initiative and this year we are completing three pilot projects to test out new tools and approaches.
- This initiative provides an exciting opportunity to work with ports and people who live near ports and I think offers real promise to improve air quality at ports while encouraging smart upgrades that support trade and business.

**[Maybe If time permits . . .]**

**[[SmartWay**

- I'd like to briefly mention our SmartWay program, which began way back in 2004 during my last tour at EPA. As you know, SmartWay is a voluntary program that provides companies the tools necessary to improve the sustainability of their supply chains.
- Through SmartWay, EPA provides businesses with information and resources to assess, benchmark and improve the efficiency of goods movement, while contributing to cleaner air.
- I'm happy to say that the program has grown over all these years and continues to provide value to its over 3,700 corporate partners including Walmart, McDonalds, and Lowe's to name just a few.
- Businesses have come to rely upon SmartWay so much that -- since 2004 -- U.S. trucking companies have saved \$29.7 billion on fuel costs by participating in Smartway -- and US shippers have been able to green their freight supply chains and share these achievements in their corporate sustainability reporting. ]]

## **Conclusion**

- One of my favorite parts of this job is the chance to come out and talk to the folks who are impacted by our regulations, so thank you very much for the invitation to speak with you today. I appreciate the opportunity and I'll take any questions you have.

Message

---

**From:** Grantham, Nancy [Grantham.Nancy@epa.gov]  
**Sent:** 3/28/2018 11:34:16 PM  
**To:** Millett, John [Millett.John@epa.gov]  
**CC:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**Subject:** Re: is there a deadline for MTE? heard it was april 1? thanks ng

Thx

Sent from my iPhone

On Mar 28, 2018, at 7:18 PM, Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)> wrote:

Yes. The plan we heard from Bill and Mandy is to sign it that day or before and roll it out a couple days later on Tues 4/3.

Sent from my iPhone

On Mar 28, 2018, at 6:43 PM, Grantham, Nancy  
<[Grantham.Nancy@epa.gov](mailto:Grantham.Nancy@epa.gov)> wrote:

<image001.gif>

**Nancy Grantham**  
**Office of Public Affairs**  
**US Environmental Protection Agency**  
**202-564-6879 (desk)**  

Ex. 6 - Personal Privacy

**(mobile)**

Message

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**From:** Mylan, Christopher [Mylan.Christopher@epa.gov]  
**Sent:** 4/9/2018 7:44:35 PM  
**To:** Millett, John [Millett.John@epa.gov]; DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**CC:** Birgfeld, Erin [Birgfeld.Erin@epa.gov]  
**Subject:** MEMA Talking Points  
**Attachments:** MEMA\_Draft Talking Points\_4 9 18.docx

Hi John,

Passing along the MEMA talking points that OTAQ developed for Bill. Please let us know if you need anything else.

Thank you!

Christopher Mylan  
Communications Specialist  
Office of Transportation and Air Quality  
U.S. Environmental Protection Agency  
Phone: (202) 564-7411

DRAFT 4/9/18

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DRAFT 4/9/18

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DRAFT 4/9/18

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DRAFT 4/9/18

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### **Conclusion**

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## Message

**From:** Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]  
**Sent:** 3/28/2018 11:19:22 PM  
**To:** Dominguez, Alexander [dominguez.alexander@epa.gov]  
**CC:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]; Millett, John [Millett.John@epa.gov]; Woods, Clint [woods.clint@epa.gov]; Harlow, David [harlow.david@epa.gov]  
**Subject:** RE: MTE comms  
**Attachments:** MTE Draft comms.docx

Attached are my suggested edits. I would just note that I've included some comments regarding very sensitive and ongoing deliberations regarding import policy that may not ultimately make the cut, but I wanted to include as a place holder. I'm also sending this over to Liz and her team. Clint/Alex/David, did any of you have edits?

---

**From:** Gunasekara, Mandy  
**Sent:** Tuesday, March 27, 2018 3:45 PM  
**To:** Dominguez, Alexander <dominguez.alexander@epa.gov>  
**Cc:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>; Millett, John <Millett.John@epa.gov>; Woods, Clint <woods.clint@epa.gov>; Harlow, David <harlow.david@epa.gov>  
**Subject:** Re: MTE comms

Thank you- I'll take a look this evening.

Sent from my iPhone

On Mar 27, 2018, at 12:14 PM, Dominguez, Alexander <[dominguez.alexander@epa.gov](mailto:dominguez.alexander@epa.gov)> wrote:

Thank you, Isabel.

+ Mandy, Clint, and David so they have to review

---

**From:** DeLuca, Isabel  
**Sent:** Tuesday, March 27, 2018 3:09 PM  
**To:** Dominguez, Alexander <[dominguez.alexander@epa.gov](mailto:dominguez.alexander@epa.gov)>  
**Cc:** Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)>  
**Subject:** MTE comms

Hi Alex,  
 Just got a final, OTAQ-blessed version of the MTE comms materials. So, if you haven't started reviewing the versions I just sent, please use these instead!

Best,  
 Isabel

Isabel DeLuca  
 Office of Air and Radiation, US EPA  
 (202) 343-9247

<MTE Press Release\_Draft V2.docx>

<MTE - Reconsideration Roll Out Plan.docx>

Message

---

**From:** Millett, John [Millett.John@epa.gov]  
**Sent:** 3/28/2018 11:18:25 PM  
**To:** Grantham, Nancy [Grantham.Nancy@epa.gov]  
**CC:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**Subject:** Re: is there a deadline for MTE? heard it was april 1? thanks ng

Yes. The plan we heard from Bill and Mandy is to sign it that day or before and roll it out a couple days later on Tues 4/3.

Sent from my iPhone

On Mar 28, 2018, at 6:43 PM, Grantham, Nancy <[Grantham.Nancy@epa.gov](mailto:Grantham.Nancy@epa.gov)> wrote:

<image001.gif>

**Nancy Grantham**  
**Office of Public Affairs**  
**US Environmental Protection Agency**  
**202-564-6879 (desk)**  
Ex. 6 - Personal Privacy **(mobile)**

Message

---

**From:** Sutton, Tia [sutton.tia@epa.gov]  
**Sent:** 3/28/2018 6:43:16 PM  
**To:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]; Mylan, Christopher [Mylan.Christopher@epa.gov]  
**Subject:** RE: MTE rollout

Got it, thanks!

---

**From:** DeLuca, Isabel  
**Sent:** Wednesday, March 28, 2018 2:24 PM  
**To:** Sutton, Tia <sutton.tia@epa.gov>; Mylan, Christopher <Mylan.Christopher@epa.gov>  
**Subject:** RE: MTE rollout

Here are the latest versions that went to Bill, Mandy, etc. for review yesterday afternoon. We haven't sent to OPA yet.

---

**From:** Sutton, Tia  
**Sent:** Wednesday, March 28, 2018 2:16 PM  
**To:** Mylan, Christopher <Mylan.Christopher@epa.gov>; DeLuca, Isabel <DeLuca.Isabel@epa.gov>  
**Subject:** MTE rollout

Hey Chris and Isabel,

Do either of you have the current working version of the MTE rollout, or whatever is the most current, that you could shoot my way? I vaguely remember seeing a note from John that he had sent it forward for OPA review (and there were some changes to the Final Determination itself last night), so wasn't sure if OTAQ has the pen again or not.

Thanks!

-Tia

Message

---

**From:** Sutton, Tia [sutton.tia@epa.gov]  
**Sent:** 3/28/2018 6:15:45 PM  
**To:** Mylan, Christopher [Mylan.Christopher@epa.gov]; DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**Subject:** MTE rollout

Hey Chris and Isabel,

Do either of you have the current working version of the MTE rollout, or whatever is the most current, that you could shoot my way? I vaguely remember seeing a note from John that he had sent it forward for OPA review (and there were some changes to the Final Determination itself last night), so wasn't sure if OTAQ has the pen again or not.

Thanks!

-Tia

Message

---

**From:** Welderufael, Miriam [welderufael.miriam@epa.gov]  
**Sent:** 3/22/2018 2:56:09 PM  
**To:** Millett, John [Millett.John@epa.gov]  
**CC:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**Subject:** OAR Actions Tracker  
**Attachments:** OAR Actions 03.21.18.xlsx

Hi John,

Attached is the tracker. Please let me know if there is anything that you'd like added to the OPA calendar.

Thanks,

Miriam

Miriam Welderufael  
Public Affairs Specialist  
EPA Office of Air and Radiation  
Desk: 202-564-1810

## Message

**From:** Grantham, Nancy [Grantham.Nancy@epa.gov]  
**Sent:** 3/29/2018 12:11:44 PM  
**To:** Millett, John [Millett.John@epa.gov]  
**CC:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**Subject:** RE: MTE comms

Thanks

**Nancy Grantham**  
**Office of Public Affairs**  
**US Environmental Protection Agency**  
**202-564-6879 (desk)**  
**Ex. 6 - Personal Privacy (mobile)**

---

**From:** Millett, John  
**Sent:** Thursday, March 29, 2018 8:09 AM  
**To:** Grantham, Nancy <Grantham.Nancy@epa.gov>  
**Cc:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>  
**Subject:** Fwd: MTE comms

FYI

Sent from my iPhone

Begin forwarded message:

**From:** "Dominguez, Alexander" <dominguez.alexander@epa.gov>  
**Date:** March 27, 2018 at 3:14:17 PM EDT  
**To:** "DeLuca, Isabel" <DeLuca.Isabel@epa.gov>  
**Cc:** "Millett, John" <Millett.John@epa.gov>, "Gunasekara, Mandy" <Gunasekara.Mandy@epa.gov>, "Woods, Clint" <woods.clint@epa.gov>, "Harlow, David" <harlow.david@epa.gov>  
**Subject:** RE: MTE comms

Thank you, Isabel.

+ Mandy, Clint, and David so they have to review

---

**From:** DeLuca, Isabel  
**Sent:** Tuesday, March 27, 2018 3:09 PM  
**To:** Dominguez, Alexander <dominguez.alexander@epa.gov>  
**Cc:** Millett, John <Millett.John@epa.gov>  
**Subject:** MTE comms

Hi Alex,  
 Just got a final, OTAQ-blessed version of the MTE comms materials. So, if you haven't started reviewing the versions I just sent, please use these instead!

Best,  
 Isabel

**Isabel DeLuca**

Office of Air and Radiation, US EPA

(202) 343-9247



Message

---

**From:** Millett, John [Millett.John@epa.gov]  
**Sent:** 3/29/2018 12:08:36 PM  
**To:** Grantham, Nancy [Grantham.Nancy@epa.gov]  
**CC:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**Subject:** Fwd: MTE comms  
**Attachments:** MTE Press Release\_Draft V2.docx; ATT00001.htm; MTE - Reconsideration Roll Out Plan.docx; ATT00002.htm

FYI

Sent from my iPhone

Begin forwarded message:

**From:** "Dominguez, Alexander" <dominguez.alexander@epa.gov>  
**Date:** March 27, 2018 at 3:14:17 PM EDT  
**To:** "DeLuca, Isabel" <DeLuca.Isabel@epa.gov>  
**Cc:** "Millett, John" <Millett.John@epa.gov>, "Gunasekara, Mandy" <Gunasekara.Mandy@epa.gov>, "Woods, Clint" <woods.clint@epa.gov>, "Harlow, David" <harlow.david@epa.gov>  
**Subject:** RE: MTE comms

Thank you, Isabel.

+ Mandy, Clint, and David so they have to review

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**From:** DeLuca, Isabel  
**Sent:** Tuesday, March 27, 2018 3:09 PM  
**To:** Dominguez, Alexander <dominguez.alexander@epa.gov>  
**Cc:** Millett, John <Millett.John@epa.gov>  
**Subject:** MTE comms

Hi Alex,  
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Best,  
Isabel

Isabel DeLuca  
Office of Air and Radiation, US EPA  
(202) 343-9247

3/27/3018  
Draft

## Roll Out Plan

### Midterm Evaluation of Light-Duty Vehicle GHG Standards for Model Years 2022-2025 Reconsideration of Final Determination

#### Overview

In a March 22, 2017, *Federal Register* notice, the Administrator announced his intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles. EPA provided a public comment period on the reconsideration during August – October 2017 and held a public hearing in September 2017. In this notice, EPA is announcing that it is withdrawing the previous Final Determination issued by the agency in January 2017 and is making a new Final Determination that the standards are too stringent and should be modified. EPA is also announcing that we will initiate a notice and comment rulemaking to further consider appropriate standards for model year 2022-2025 light-duty vehicles.

#### KEY MESSAGES

- In light of the comments EPA received on the stringency of the 2022-2025 GHG standards for light duty vehicles, the Administrator finds that these standards are too stringent and should be revised.
- The Administrator gave particular weight to comments received from auto manufacturers that indicated the current standards present many difficulties and will cost too much to meet.
- EPA will work collaboratively with NHTSA to revise the standards using the most recent and best data available. The next step is a joint proposed rule which will be released later this year.

#### Materials

##### **Internal**

- ☐ Roll out strategy
- ☐ Press Ready Q and A

##### **External**

- ☐ Press Release
- ☐ Web Update

#### Timeline

3/27/3018

Draft

□ Tuesday, April 3

Possible Administrator Event and Speech Timing of press release to coordinate with event.

**Stakeholder Reactions**

**Auto Manufacturers:** Major automakers will be supportive of signaling that EPA and NHTSA will be undergoing a process to make the standards less stringent. Manufacturers like Tesla, with a big investment in alternative vehicles, will say that the standards should remain the same.

**Parts Manufacturers:** Will say the standards should not be significantly relaxed, because that could lead to stranded investment in technologies to reduce emissions and job losses.

**Enviros:** Will be very much against the idea of making the standards less stringent, will say that the Administrator's decision is biased toward the auto industry and not based on credible and best available latest data.

**States:** California and the other section 177 states will be against relaxing the standards. Many other states also supported maintaining the existing standards.

**Press Ready Q and A****1. Why did EPA reconsider the Final Determination?**

EPA announced in a March 2017 Federal Register notice that EPA that would reconsider its Final Determination in order to allow additional consultation and coordination with NHTSA in support of a national harmonized program as NHTSA conducts its rulemaking to set model year 2022-2025 CAFE standards. The reconsideration also provided an opportunity for stakeholders to provide EPA with more detailed comments and new information that they were unable to provide during the prior comment period.

3/27/3018

Draft

**2. Does the Final Determination change the standards or other aspects of EPA's GHG program?**

No. The Final Determination concludes the Mid-term Evaluation process established by EPA regulations requiring EPA to determine by April 1, 2018 whether or not the model year 2022-2025 GHG standards remain appropriate. The EPA standards must be changed through a notice and comment rulemaking. EPA and NHTSA plan to initiate a joint rulemaking in the near future to consider appropriate standards.

**3. When will EPA propose revised standards?**

NHTSA and EPA plan to issue a joint proposed rule to establish harmonized CAFE and GHG standards later this year.

**4. Will EPA coordinate with California to help ensure the continuation of one National Program?**

Yes. EPA looks forward to continuing its engagement with California as part of our development of the future rulemaking.

**5. Does the Final Determination indicate what level of standards EPA is considering?**

No. While EPA is making a new Final Determination that the standards are not appropriate in light of the record before EPA and, therefore, should be revised to be less stringent as appropriate, EPA will consider the appropriate level of the standards in a forthcoming notice and comment rulemaking under section 202(a) of the Clean Air Act.

**6. What data or analysis has EPA used as the basis for its conclusion that the standards should change?**

Based on our review of the comments and information submitted, the Administrator has determined the current GHG program for MY 2022-2025 vehicles presents difficult challenges for auto manufacturers and adverse impacts on consumers. On the whole, EPA believes the model year 2022-2025 standards are not appropriate and, therefore, should be revised to be less stringent as appropriate. The auto industry commenters stated that adjustments to the program were needed. EPA will further explore the appropriate degree and form of changes to the program through a notice and comment rulemaking process.

**7. Does the Final Determination presume NHTSA will propose CAFE standards that are less stringent than their augural standards?**

The final determination was coordinated with NHTSA and other Agencies, but makes no presumptions regarding prospective actions by NHTSA.

3/27/3018

Draft

**8. EPA requested comment on advanced fuels technology including the potential for high-octane fuel blends. Does the Final Determination speak to the need for fuel changes?**

No. EPA appreciates commenters input on the potential of higher octane fuels. The Final Determination does not specifically address the need for fuels changes.

**9. Does the EPA Final Determination cover MY 2021?**

EPA is not addressing model year 2021 in the Final Determination notice, as the Midterm Evaluation pertains to model years 2022-2025. EPA has made no decisions at this time on the 2021 standards.

**10. Will EPA be working with California to set another national program?**

EPA looks forward to continuing its engagement with California as part of our development of the future rulemaking. EPA will continue to assess data, issues, and information provided by stakeholders, along with other available information, and will use the best available data as we move forward in the rulemaking process.

**11. What is the technical basis for relaxing the standards? What convinced the Administrator?**

The Administrator weighed heavily the input from industry stating that the standards are too expensive and difficult to meet under the current timeframe. EPA and NHTSA will be conducting notice and comment rulemaking, and the technical basis for the proposal will be based on the information before us and additional analysis that would underpin the proposal.

Press Release Draft

## **EPA Administrator: GHG Emissions Standards for Cars and Light Trucks Should Be Relaxed**

04/03/2018

Contact Information:

([ HYPERLINK "mailto:press@epa.gov" ])

**WASHINGTON** — Today, The Administrator of the U.S. Environmental Protection Agency (EPA) is announcing the completion of the Mid-Term Evaluation Process for the greenhouse gas (GHG) emissions standards for cars and light trucks for model years 2022-2025, and his final determination that the current standards present difficult challenges for auto manufacturers and should be made less stringent.

### **[Insert Administrator Quote]**

EPA will begin a joint notice and comment rulemaking with the National Highway Transportation Administration (NHTSA) to reduce the stringency of the GHG emissions standards and the Corporate Average Fuel Economy standards.

### **Additional Background**

As part of the 2012 rulemaking establishing the model year 2017-2025 light-duty vehicle GHG standards, EPA made a regulatory commitment to conduct a Midterm Evaluation of the standards for MY 2022-2025 no later than April 1, 2018. This Evaluation would determine whether the standards remain appropriate or should be made more or less stringent.

In March 2017, EPA and the U.S. Department of Transportation announced the Trump Administration's decision to revisit the Obama Administration's determination that the 2022-2025 standards were appropriate and should be unchanged.

In August 2017, EPA, under the Trump Administration, reopened the regulatory docket and asked for additional information relevant to assessing whether the GHG emissions standards remain appropriate including information on consumer behavior, feedback on modeling approaches, and assessing advanced fuels technologies. EPA also held a public hearing on this topic.

For more information: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/midterm-evaluation-light-duty-vehicle-greenhouse-gas>

Message

---

**From:** Grantham, Nancy [Grantham.Nancy@epa.gov]  
**Sent:** 3/29/2018 12:08:03 PM  
**To:** Millett, John [Millett.John@epa.gov]  
**CC:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**Subject:** RE: is there a deadline for MTE? heard it was april 1? thanks ng

Thanks

**Nancy Grantham**  
**Office of Public Affairs**  
**US Environmental Protection Agency**  
**202-564-6879 (desk)**  
Ex. 6 - Personal Privacy **(mobile)**

---

**From:** Millett, John  
**Sent:** Thursday, March 29, 2018 8:07 AM  
**To:** Grantham, Nancy <Grantham.Nancy@epa.gov>  
**Cc:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>  
**Subject:** Re: is there a deadline for MTE? heard it was april 1? thanks ng

Yes. Still with Mandy. But will forward drafts as FYI.

Sent from my iPhone

On Mar 28, 2018, at 9:31 PM, Grantham, Nancy <[Grantham.Nancy@epa.gov](mailto:Grantham.Nancy@epa.gov)> wrote:

Thx - any comms materials thx ng

Sent from my iPhone

On Mar 28, 2018, at 7:18 PM, Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)> wrote:

Yes. The plan we heard from Bill and Mandy is to sign it that day or before and roll it out a couple days later on Tues 4/3.

Sent from my iPhone

On Mar 28, 2018, at 6:43 PM, Grantham, Nancy <[Grantham.Nancy@epa.gov](mailto:Grantham.Nancy@epa.gov)> wrote:

<image001.gif>

**Nancy Grantham**  
**Office of Public Affairs**  
**US Environmental Protection Agency**  
**202-564-6879 (desk)**  
Ex. 6 - Personal Privacy **(mobile)**

Message

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**From:** Millett, John [Millett.John@epa.gov]  
**Sent:** 3/29/2018 12:07:25 PM  
**To:** Grantham, Nancy [Grantham.Nancy@epa.gov]  
**CC:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**Subject:** Re: is there a deadline for MTE? heard it was april 1? thanks ng

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<image001.gif>

**Nancy Grantham**  
**Office of Public Affairs**  
**US Environmental Protection Agency**  
**202-564-6879 (desk)**

Ex. 6 - Personal Privacy **mobile)**



## Message

**From:** Woods, Clint [woods.clint@epa.gov]  
**Sent:** 3/29/2018 11:33:26 AM  
**To:** Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]  
**CC:** Dominguez, Alexander [dominguez.alexander@epa.gov]; DeLuca, Isabel [DeLuca.Isabel@epa.gov]; Millett, John [Millett.John@epa.gov]; Harlow, David [harlow.david@epa.gov]  
**Subject:** Re: MTE comms

Looks good to me - Thanks!

On Mar 28, 2018, at 7:19 PM, Gunasekara, Mandy <Gunasekara.Mandy@epa.gov> wrote:

Attached are my suggested edits. I would just note that I've included some comments regarding very sensitive and ongoing deliberations regarding import policy that may not ultimately make the cut, but I wanted to include as a place holder. I'm also sending this over to Liz and her team. Clint/Alex/David, did any of you have edits?

---

**From:** Gunasekara, Mandy  
**Sent:** Tuesday, March 27, 2018 3:45 PM  
**To:** Dominguez, Alexander <dominguez.alexander@epa.gov>  
**Cc:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>; Millett, John <Millett.John@epa.gov>; Woods, Clint <woods.clint@epa.gov>; Harlow, David <harlow.david@epa.gov>  
**Subject:** Re: MTE comms

Thank you- I'll take a look this evening.

Sent from my iPhone

On Mar 27, 2018, at 12:14 PM, Dominguez, Alexander <dominguez.alexander@epa.gov> wrote:

Thank you, Isabel.

+ Mandy, Clint, and David so they have to review

---

**From:** DeLuca, Isabel  
**Sent:** Tuesday, March 27, 2018 3:09 PM  
**To:** Dominguez, Alexander <dominguez.alexander@epa.gov>  
**Cc:** Millett, John <Millett.John@epa.gov>  
**Subject:** MTE comms

Hi Alex,  
 Just got a final, OTAQ-blessed version of the MTE comms materials. So, if you haven't started reviewing the versions I just sent, please use these instead!

Best,  
 Isabel

Isabel DeLuca  
 Office of Air and Radiation, US EPA  
 (202) 343-9247

<MTE Press Release\_Draft V2.docx>

<MTE - Reconsideration Roll Out Plan.docx>

<MTE Draft comms.docx>

Message

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**From:** Grantham, Nancy [Grantham.Nancy@epa.gov]  
**Sent:** 3/29/2018 1:31:06 AM  
**To:** Millett, John [Millett.John@epa.gov]  
**CC:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**Subject:** Re: is there a deadline for MTE? heard it was april 1? thanks ng

Thx - any comms materials thx ng

Sent from my iPhone

On Mar 28, 2018, at 7:18 PM, Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)> wrote:

Yes. The plan we heard from Bill and Mandy is to sign it that day or before and roll it out a couple days later on Tues 4/3.

Sent from my iPhone

On Mar 28, 2018, at 6:43 PM, Grantham, Nancy  
<[Grantham.Nancy@epa.gov](mailto:Grantham.Nancy@epa.gov)> wrote:

<image001.gif>

**Nancy Grantham**  
**Office of Public Affairs**  
**US Environmental Protection Agency**  
**202-564-6879 (desk)**  

Ex. 6 - Personal Privacy

**(mobile)**

Message

---

**From:** Grantham, Nancy [Grantham.Nancy@epa.gov]  
**Sent:** 3/28/2018 11:34:18 PM  
**To:** Millett, John [Millett.John@epa.gov]  
**CC:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**Subject:** Re: is there a deadline for MTE? heard it was april 1? thanks ng

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<[Grantham.Nancy@epa.gov](mailto:Grantham.Nancy@epa.gov)> wrote:

<image001.gif>

**Nancy Grantham**  
**Office of Public Affairs**  
**US Environmental Protection Agency**  
**202-564-6879 (desk)**  

Ex. 6 - Personal Privacy

**(mobile)**

Message

---

**From:** Millett, John [Millett.John@epa.gov]  
**Sent:** 3/27/2018 7:51:59 PM  
**To:** Hengst, Benjamin [Hengst.Benjamin@epa.gov]; Sutton, Tia [sutton.tia@epa.gov]; Mylan, Christopher [Mylan.Christopher@epa.gov]  
**CC:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**Subject:** FW: MTE comms

FYI – status of materials – thanks!

---

**From:** Gunasekara, Mandy  
**Sent:** Tuesday, March 27, 2018 3:45 PM  
**To:** Dominguez, Alexander <dominguez.alexander@epa.gov>  
**Cc:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>; Millett, John <Millett.John@epa.gov>; Woods, Clint <woods.clint@epa.gov>; Harlow, David <harlow.david@epa.gov>  
**Subject:** Re: MTE comms

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**To:** Dominguez, Alexander <[dominguez.alexander@epa.gov](mailto:dominguez.alexander@epa.gov)>  
**Cc:** Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)>  
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Hi Alex,

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Best,  
Isabel

Isabel DeLuca  
Office of Air and Radiation, US EPA  
(202) 343-9247

<MTE Press Release\_Draft V2.docx>

<MTE - Reconsideration Roll Out Plan.docx>

Message

---

**From:** Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]  
**Sent:** 3/27/2018 7:44:39 PM  
**To:** Dominguez, Alexander [dominguez.alexander@epa.gov]  
**CC:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]; Millett, John [Millett.John@epa.gov]; Woods, Clint [woods.clint@epa.gov]; Harlow, David [harlow.david@epa.gov]  
**Subject:** Re: MTE comms

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**To:** Dominguez, Alexander <[dominguez.alexander@epa.gov](mailto:dominguez.alexander@epa.gov)>  
**Cc:** Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)>  
**Subject:** MTE comms

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Best,  
Isabel

Isabel DeLuca  
Office of Air and Radiation, US EPA  
(202) 343-9247

<MTE Press Release\_Draft V2.docx>

<MTE - Reconsideration Roll Out Plan.docx>

Message

---

**From:** Dominguez, Alexander [dominguez.alexander@epa.gov]  
**Sent:** 3/27/2018 7:14:17 PM  
**To:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**CC:** Millett, John [Millett.John@epa.gov]; Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]; Woods, Clint [woods.clint@epa.gov]; Harlow, David [harlow.david@epa.gov]  
**Subject:** RE: MTE comms  
**Attachments:** MTE Press Release\_Draft V2.docx; MTE - Reconsideration Roll Out Plan.docx

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+ Mandy, Clint, and David so they have to review

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**Sent:** Tuesday, March 27, 2018 3:09 PM  
**To:** Dominguez, Alexander <dominguez.alexander@epa.gov>  
**Cc:** Millett, John <Millett.John@epa.gov>  
**Subject:** MTE comms

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Best,  
Isabel

Isabel DeLuca  
Office of Air and Radiation, US EPA  
(202) 343-9247

## Message

**From:** Millett, John [Millett.John@epa.gov]  
**Sent:** 3/27/2018 7:05:05 PM  
**To:** Mylan, Christopher [Mylan.Christopher@epa.gov]  
**CC:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**Subject:** RE: Passing the pen on the MTE Comms materials over to Ben

These all look fine. Thanks, Chris. Isabel, would you like to pass the updated rollout along to Alex?

---

**From:** Mylan, Christopher  
**Sent:** Tuesday, March 27, 2018 2:34 PM  
**To:** Millett, John <Millett.John@epa.gov>  
**Cc:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>  
**Subject:** RE: Passing the pen on the MTE Comms materials over to Ben

Hi John,

Here is the updated rollout and press release. If you could please use these versions for your review.

Also, I have not seen any other versions from Mandy or Bill. I believe the review has only been in OTAQ up to this point, but we are ready to pass it upward since Chris and Ben have reviewed these versions.

Thank you,

Christopher Mylan  
 Communications Specialist  
 Office of Transportation and Air Quality  
 U.S. Environmental Protection Agency  
 Phone: (202) 564-7411

---

**From:** Millett, John  
**Sent:** Tuesday, March 27, 2018 12:01 PM  
**To:** Mylan, Christopher <Mylan.Christopher@epa.gov>  
**Cc:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>  
**Subject:** FW: Passing the pen on the MTE Comms materials over to Ben

Hi Chris – these were the latest I saw -- Erin passing off to Ben. Have they changed any since Friday?

I'm able to fire up the laptop for a few hours today, so I'm happy to review the latest and pass along to senior OAR for review.

Just want to make sure I have the latest, and if there have been any other transactions between Ben Mandy and Bill that I've missed.

---

**From:** Birgfeld, Erin  
**Sent:** Friday, March 23, 2018 4:37 PM  
**To:** Moran, Robin <moran.robin@epa.gov>; Lieske, Christopher <lieske.christopher@epa.gov>; Sutton, Tia <sutton.tia@epa.gov>; Mylan, Christopher <Mylan.Christopher@epa.gov>; Alson, Jeff <alson.jeff@epa.gov>  
**Cc:** Burch, Julia <Burch.Julia@epa.gov>; Hengst, Benjamin <Hengst.Benjamin@epa.gov>; Millett, John <Millett.John@epa.gov>  
**Subject:** Passing the pen on the MTE Comms materials over to Ben



Hi MTE team,

Thanks for your input to the MTE comms information. In particular thanks to Chris L. for the Q and A document, and I have incorporated those into the general roll out document. As we know the final FR notice is still a moving target so these docs will need to be updated accordingly to track the changes. For now I'll pass the pen over to Ben H. who will shepherd the docs over the next week. The current docs are attached here.

Have a great week,  
Erin

Erin Birgfeld  
Communications Director  
Office of Transportation and Air Quality  
U.S. EPA

202-564-6741 (work)  
202-255-4434 (cell)

## Message

**From:** Mylan, Christopher [Mylan.Christopher@epa.gov]  
**Sent:** 3/27/2018 6:33:33 PM  
**To:** Millett, John [Millett.John@epa.gov]  
**CC:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**Subject:** RE: Passing the pen on the MTE Comms materials over to Ben  
**Attachments:** MTE - Reconsideration Roll Out Plan.docx; MTE Press Release\_Draft V2.docx

Hi John,

Here is the updated rollout and press release. If you could please use these versions for your review.

Also, I have not seen any other versions from Mandy or Bill. I believe the review has only been in OTAQ up to this point, but we are ready to pass it upward since Chris and Ben have reviewed these versions.

Thank you,

Christopher Mylan  
 Communications Specialist  
 Office of Transportation and Air Quality  
 U.S. Environmental Protection Agency  
 Phone: (202) 564-7411

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**From:** Millett, John  
**Sent:** Tuesday, March 27, 2018 12:01 PM  
**To:** Mylan, Christopher <Mylan.Christopher@epa.gov>  
**Cc:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>  
**Subject:** FW: Passing the pen on the MTE Comms materials over to Ben

Hi Chris – these were the latest I saw -- Erin passing off to Ben. Have they changed any since Friday?

I'm able to fire up the laptop for a few hours today, so I'm happy to review the latest and pass along to senior OAR for review.

Just want to make sure I have the latest, and if there have been any other transactions between Ben Mandy and Bill that I've missed.

---

**From:** Birgfeld, Erin  
**Sent:** Friday, March 23, 2018 4:37 PM  
**To:** Moran, Robin <[moran.rob@epa.gov](mailto:moran.rob@epa.gov)>; Lieske, Christopher <[lieske.christopher@epa.gov](mailto:lieske.christopher@epa.gov)>; Sutton, Tia <[sutton.tia@epa.gov](mailto:sutton.tia@epa.gov)>; Mylan, Christopher <Mylan.Christopher@epa.gov>; Alson, Jeff <[alson.jeff@epa.gov](mailto:alson.jeff@epa.gov)>  
**Cc:** Burch, Julia <[Burch.Julia@epa.gov](mailto:Burch.Julia@epa.gov)>; Hengst, Benjamin <[Hengst.Benjamin@epa.gov](mailto:Hengst.Benjamin@epa.gov)>; Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)>  
**Subject:** Passing the pen on the MTE Comms materials over to Ben

Hi MTE team,

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Erin

Erin Birgfeld  
Communications Director  
Office of Transportation and Air Quality  
U.S. EPA

202-564-6741 (work)  
202-255-4434 (cell)

## Message

**From:** Mylan, Christopher [Mylan.Christopher@epa.gov]  
**Sent:** 3/27/2018 6:19:34 PM  
**To:** Millett, John [Millett.John@epa.gov]  
**CC:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**Subject:** RE: Passing the pen on the MTE Comms materials over to Ben

Hi John,

Chris G just sent me a few edits to the rollout (none on the release). I will make them now and pass the updated Word versions to you shortly.

Also, that is the most updated release if you would like to start.

Thanks,

Christopher Mylan  
 Communications Specialist  
 Office of Transportation and Air Quality  
 U.S. Environmental Protection Agency  
 Phone: (202) 564-7411

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**From:** Millett, John  
**Sent:** Tuesday, March 27, 2018 12:01 PM  
**To:** Mylan, Christopher <Mylan.Christopher@epa.gov>  
**Cc:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>  
**Subject:** FW: Passing the pen on the MTE Comms materials over to Ben

Hi Chris – these were the latest I saw -- Erin passing off to Ben. Have they changed any since Friday?

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Just want to make sure I have the latest, and if there have been any other transactions between Ben Mandy and Bill that I've missed.

---

**From:** Birgfeld, Erin  
**Sent:** Friday, March 23, 2018 4:37 PM  
**To:** Moran, Robin <[moran.robin@epa.gov](mailto:moran.robin@epa.gov)>; Lieske, Christopher <[lieske.christopher@epa.gov](mailto:lieske.christopher@epa.gov)>; Sutton, Tia <[sutton.tia@epa.gov](mailto:sutton.tia@epa.gov)>; Mylan, Christopher <Mylan.Christopher@epa.gov>; Alson, Jeff <[alson.jeff@epa.gov](mailto:alson.jeff@epa.gov)>  
**Cc:** Burch, Julia <[Burch.Julia@epa.gov](mailto:Burch.Julia@epa.gov)>; Hengst, Benjamin <[Hengst.Benjamin@epa.gov](mailto:Hengst.Benjamin@epa.gov)>; Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)>  
**Subject:** Passing the pen on the MTE Comms materials over to Ben

Hi MTE team,

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Erin

Erin Birgfeld  
Communications Director  
Office of Transportation and Air Quality  
U.S. EPA

202-564-6741 (work)  
202-255-4434 (cell)

Message

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**From:** Dominguez, Alexander [dominguez.alexander@epa.gov]  
**Sent:** 3/27/2018 4:55:39 PM  
**To:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**Subject:** RE: MTE Rollout

Clint just wanted me to ask (not sure on the details) so thank you very much!

---

**From:** DeLuca, Isabel  
**Sent:** Tuesday, March 27, 2018 12:54 PM  
**To:** Dominguez, Alexander <dominguez.alexander@epa.gov>  
**Subject:** RE: MTE Rollout

This is the latest draft I've seen. OTAQ may be making edits, but if you provide comments, we'll incorporate.

Thanks!

---

**From:** Dominguez, Alexander  
**Sent:** Tuesday, March 27, 2018 12:52 PM  
**To:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>  
**Subject:** MTE Rollout

Hey Isabel,

Are there any draft (however rough they may be) comms materials for the MTE you are able to share?

**Alex Dominguez**  
Policy Analyst to the Principal Deputy  
Office of Air and Radiation  
U.S. Environmental Protection Agency

Message

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**From:** Dominguez, Alexander [dominguez.alexander@epa.gov]  
**Sent:** 3/27/2018 4:52:21 PM  
**To:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**Subject:** MTE Rollout

Hey Isabel,

Are there any draft (however rough they may be) comms materials for the MTE you are able to share?

**Alex Dominguez**

Policy Analyst to the Principal Deputy  
Office of Air and Radiation  
U.S. Environmental Protection Agency

Message

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**From:** Millett, John [Millett.John@epa.gov]  
**Sent:** 3/27/2018 4:01:07 PM  
**To:** Mylan, Christopher [Mylan.Christopher@epa.gov]  
**CC:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**Subject:** FW: Passing the pen on the MTE Comms materials over to Ben  
**Attachments:** MTE - reconsideration roll out 3-23.docx; MTE Press Release Draft 3-23.docx

Hi Chris – these were the latest I saw -- Erin passing off to Ben. Have they changed any since Friday?

I'm able to fire up the laptop for a few hours today, so I'm happy to review the latest and pass along to senior OAR for review.

Just want to make sure I have the latest, and if there have been any other transactions between Ben Mandy and Bill that I've missed.

---

**From:** Birgfeld, Erin  
**Sent:** Friday, March 23, 2018 4:37 PM  
**To:** Moran, Robin <moran.robin@epa.gov>; Lieske, Christopher <lieske.christopher@epa.gov>; Sutton, Tia <sutton.tia@epa.gov>; Mylan, Christopher <Mylan.Christopher@epa.gov>; Alson, Jeff <alson.jeff@epa.gov>  
**Cc:** Burch, Julia <Burch.Julia@epa.gov>; Hengst, Benjamin <Hengst.Benjamin@epa.gov>; Millett, John <Millett.John@epa.gov>  
**Subject:** Passing the pen on the MTE Comms materials over to Ben

Hi MTE team,

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Erin

Erin Birgfeld  
Communications Director  
Office of Transportation and Air Quality  
U.S. EPA

202-564-6741 (work)  
202-255-4434 (cell)



Message

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**From:** Millett, John [Millett.John@epa.gov]  
**Sent:** 3/26/2018 4:10:17 PM  
**To:** Mylan, Christopher [Mylan.Christopher@epa.gov]  
**CC:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**Subject:** Re: MTE Documents/ Review

Not stuck. But may upgrade the rental car.

Thanks. I'll try to get a chance to look.

Sent from my iPhone

On Mar 26, 2018, at 9:47 AM, Mylan, Christopher <[Mylan.Christopher@epa.gov](mailto:Mylan.Christopher@epa.gov)> wrote:

Hi John,

I hear you are traveling and stuck in a snow storm! Hopefully you are safe and not delayed too much.

Since Erin is out this week, I wanted to check on the MTE review status and if there's anything I can get you all right now? Ben was asking if the various political folks in OAR and OPA had a chance to review yet and if we've gotten any feedback from them?

Also, earl on this week, I will be working with our team to put the web on staging as the announcement will be next Tuesday, April 3. I will share that with you tomorrow or Wednesday.

Thanks,

Christopher Mylan  
Communications Specialist  
Office of Transportation and Air Quality  
U.S. Environmental Protection Agency  
Phone: (202) 564-7411

Message

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**From:** Mylan, Christopher [Mylan.Christopher@epa.gov]  
**Sent:** 3/26/2018 2:47:00 PM  
**To:** Millett, John [Millett.John@epa.gov]  
**CC:** DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**Subject:** MTE Documents/ Review

Hi John,

I hear you are traveling and stuck in a snow storm! Hopefully you are safe and not delayed too much.

Since Erin is out this week, I wanted to check on the MTE review status and if there's anything I can get you all right now? Ben was asking if the various political folks in OAR and OPA had a chance to review yet and if we've gotten any feedback from them?

Also, earl on this week, I will be working with our team to put the web on staging as the announcement will be next Tuesday, April 3. I will share that with you tomorrow or Wednesday.

Thanks,

Christopher Mylan  
Communications Specialist  
Office of Transportation and Air Quality  
U.S. Environmental Protection Agency  
Phone: (202) 564-7411

Message

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**From:** Birgfeld, Erin [Birgfeld.Erin@epa.gov]  
**Sent:** 4/6/2018 6:50:01 PM  
**To:** Millett, John [Millett.John@epa.gov]; DeLuca, Isabel [DeLuca.Isabel@epa.gov]  
**Subject:** FW: MEMA Talking Points for Bill W  
**Attachments:** MEMA\_Draft Talking Points\_4 5 18.docx

Hi John and Isabel,

This doc does not have the green light from Ben yet but here is something for you to review to see if we need to add anything.

Thank you!

-Erin

---

**From:** Mylan, Christopher  
**Sent:** Thursday, April 05, 2018 4:57 PM  
**To:** Hengst, Benjamin <Hengst.Benjamin@epa.gov>  
**Cc:** Birgfeld, Erin <Birgfeld.Erin@epa.gov>  
**Subject:** MEMA Talking Points for Bill W

Hi Ben,

We were asked to pull together some talking points for Bill W's April 10<sup>th</sup> MEMA speech. We wanted to pass them to Millett by the end of this week, but before doing so we wanted to give you a chance to have a look at the attached file.

Thank you!

Christopher Mylan  
Communications Specialist  
Office of Transportation and Air Quality  
U.S. Environmental Protection Agency  
Phone: (202) 564-7411

DRAFT 4/5/18

**Motor & Equipment Manufacturers Association (MEMA) 2018 Legislative Summit**

Date: April 10, 2018

Location: Mandarin Oriental Hotel, 1330 Maryland Ave SW, Washington, DC 20024 - Grand Ballroom of the Mandarin, have a riser at the front with a podium

Time of remarks: 11:15 am – 11:45 am

Format: 20-minute remarks with 10-minute Q&A

Topics: Midterm evaluation on vehicle greenhouse gas emissions, glider vehicles; any other air regs of motor vehicles - including off-highway heavy equipment, potential for heavy-duty NOx proposed rule

Audience: No press, open to MEMA members only

**Intro/Acknowledgements**

- Good morning. Thank you so much for inviting me to speak with you this morning and thank you to XXX for your kind introduction. It looks like you guys have a great agenda planned for your time here in DC and I'm delighted to be speaking to you all.
- It is always a good day for me when I can get out of the office and meet with EPA's stakeholders. I always learn things and it's just good to meet all of you and have a chance to talk to you about the issues that are most important to you.
- It's forums just like this one that help continue to facilitate the conversations on the issues and help foster the development of new ideas that lead to common-sense and workable solutions.
- So this morning I'd like to provide you with an update on some of our high priority actions in the air office, and provide you with a brief overview of the transportation office.

**OAR/OTAQ General Topics**

- While I'm keenly aware of your primary interests most of you may have in the work my office does, it's important to note the Transportation and Air Quality office, which is part of the broader Air Office, works on a variety of programs under the Clean Air Act.
- We implement programs, as directed by Congress, that help reduce emissions of "criteria" pollutants from a variety of mobile sources:
  - Light- and heavy-duty on-road vehicles: everything from the cars you and I drive, to the big tractor-trailers we drive next to;
  - Non-road engines, equipment, and vehicles, which covers a wide range of sources, from construction equipment to marine vessels

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- We have a great record of transportation-related programs at EPA, and have implemented and continue to implement a number of important, successful programs that provide significant air quality and public health and welfare benefits.
- Wherever we can, we try to implement these programs in ways that are flexible, cost-effective, and where possible, allow the market to operate as efficiently as possible.

#### **Criteria Pollutants and GHGs**

- Despite increased demand for travel, the criteria pollutant emissions from onroad vehicles have decreased significantly – since 1990, both nitrogen oxides (NOx) and direct particulate matter (PM<sub>2.5</sub>) emissions from on-highway vehicles have been reduced by approximately 60%.
- During the same period, volatile organic compounds (VOC) were reduced by 80%. NOx and VOC emissions from onroad vehicles are expected to be further reduced by more than 60% by calendar year 2035 due to the Tier 3 rule and fleet turnover.
- In 2015, within the transportation sector, light-duty vehicles (including passenger cars and light-duty trucks) were by far the largest source, representing 60% of GHG emissions, while medium- and heavy-duty trucks made up the second largest source of GHG emissions, contributing 23% of emissions.

#### **Light-Duty Program and MTE**

- The national program for GHG emissions and fuel economy standards for passenger cars and trucks was developed jointly by EPA and the National Highway Traffic Safety Administration (NHTSA). The standards were established in two phases: Phase 1 - model years 2012 - 2016; and Phase 2 - model years 2017 - 2025.
- In a March 22, 2017, in a *Federal Register* notice, the Administrator announced his intention to reconsider the Final Determination of the Mid-term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles.
- EPA provided a public comment period on the reconsideration during August – October 2017 and held a public hearing in September 2017. The Agency has received more than 290,000 comments on this issue.
- Last week, on April 2, the Administrator announced that he has found that the current model year 2022-2025 standards are not appropriate and should be revised.
- The next step is that EPA, in partnership with NHTSA, will initiate a notice and comment rulemaking to further consider appropriate standards for model year 2022-2025 vehicles.

#### **Light-Duty Vehicle Trends and GHG Performance Reports**

- In January, EPA issued two annual reports that provide information on fuel economy and greenhouse gas emissions from light-duty vehicles in the United States. The reports show auto

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manufacturers continue to innovate and make progress increasing fuel economy and reducing pollution.

- The Light-Duty Automotive Technology, Carbon Dioxide Emissions, and Fuel Economy Trends: 1975-2017 report is the authoritative reference for real world fuel economy, technology trends and tailpipe carbon dioxide emissions, for new personal vehicles sold in the U.S. every year since 1975.
- The report shows fuel economy for the U.S. fleet continues to improve. Model year 2016 vehicle fuel economy was 24.7 mpg, slightly higher than model year 2015, and a record high overall. Since model year 2004, fuel economy and CO2 emissions have improved in ten out of twelve years.
- The Manufacturer Performance Report assesses compliance performance for individual automakers and for the U.S. fleet as a whole with the greenhouse gas emissions standards for light-duty vehicles. This year's report shows all manufacturers are in compliance with the standards.

#### Heavy-Duty Program

- In August 2011, EPA in coordination with NHSTA issued greenhouse gas emissions and fuel economy standards for medium- and heavy-duty trucks manufactured in model years 2014-2018.
- On November 9, 2017, EPA Administrator Pruitt signed a proposal to repeal the emission standards and other requirements for heavy-duty glider vehicles, glider engines, and glider kits. The public comment period for the proposal will be open through January 5, 2018.
- EPA held a public hearing on Monday, December 4, 2017. The Agency has heard from thousands of stakeholders on the proposal and will continue to speak with many parties in the coming months.

#### Heavy-Duty NOx

- In 2016, EPA responded to a Petition from about 20 organizations to develop new emissions standards for NOx from highway heavy-duty engines and vehicles.
- In a response issued last December, EPA stated that we would begin the technical work that could lead to a new, more stringent heavy-duty NOx standards program in the future.
- We continue to hear from a number of stakeholders on this important topic, including the original Petitioners, other state & local agencies, and some within the industry. I am optimistic that within the next few months we will have more to say on what priority level this project will be given.

**Commented [CM1]:** Anything to add? This was pulled from points that are a few months old.

#### SmartWay

- The SmartWay team continues to provide value to its partners by providing high quality tools and information. They announced the 2017 winners of the coveted Excellence Award which

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honors the top one to two percent of SmartWay partners that reduce their operational costs through gains in freight efficiency, mitigating their transportation environmental footprints by using less energy and cleaner technologies to move goods across America.

#### **Addressing the legacy fleet of diesel engines**

- Our DERA team is finding ways to support a faster transition to cleaner diesel engines that reduce emissions across the country. 2017 was a busy year, with the team issuing a national grant for a total of \$34 million dollars; a grant opportunity for tribes worth \$1.5 million; and a \$7 million rebate program to help public school bus fleet owners replace or retrofit older school buses.

#### **Ports Initiative**

- Our ports team---including our regional partners---is illuminating strategies to reduce air pollution at ports and helping port communities participate in port decisions that impact them.
- The Initiative is working hard on outreach and this year initiated three pilot projects to test out new approaches.

## Message

**From:** DeLuca, Isabel [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=0B021C30CBEE4637A7C7CA683E5E044A-IDELUCA]  
**Sent:** 4/6/2018 9:15:53 PM  
**To:** Jones, Enesta [Jones.Enesta@epa.gov]  
**Subject:** FW: News Clips - 6 April 2018

Hi Enesta,

Is there any way we could add Erin Birgfeld to this list? Emily did a great round up of MTE clips recently, and I'm sure OTAQ would appreciate seeing the coverage on their actions. I know they collect clips too, but it seems like a lot of redundant effort!

Let me know what you think. I can also forward the relevant stuff to Erin, but I'm forgetful ☺.

Thanks,  
 Isabel

---

**From:** Hassell, Emily  
**Sent:** Friday, April 06, 2018 4:36 PM  
**To:** AO OPA OMR CLIPS <AO\_OPA\_OMR\_CLIPS@epa.gov>  
**Subject:** News Clips - 6 April 2018

*(Full stories, highlights, and details are listed further down in the email, and can be jumped to by clicking on any of the links below.)*

#### **Administrator Pruitt Coverage**

[Fox News - Trump and the US need Scott Pruitt to stay at EPA \(\\*Op-Ed\)](#)

[Wall Street Journal - Trump's Pruitt Test \(\\*Editorial\)](#)

[Daily Caller - WSJ: Trump Must Back Pruitt Against DC Insiders' Lust For Blood](#)

[Wall Street Journal - Trump Says He Has Confidence in EPA Chief](#)

[Daily Caller - Trump Makes It Clear He Supports Pruitt, Isn't Considering Immediate Action](#)

[Politico - Trump says Pruitt doing 'great job' and is 'TOTALLY under siege'](#)

[CNN - Trump calls Pruitt a 'good man.' He's said that about other officials he's fired.](#)

[CNN - Trump floated replacing Sessions with Pruitt this week despite scandals](#)

[Washington Examiner - FreedomWorks launches effort to save EPA's Scott Pruitt](#)

[Washington Examiner - Sarah Sanders: Trump will decide Scott Pruitt's fate](#)

[Washington Post - Scott Pruitt's job in jeopardy amid expanding ethics issues](#)

[Wall Street Journal - White House Chief of Staff Urges Trump to Remove EPA Chief Pruitt](#)



[New York Times - Chief of Staff Advised a Resistant Trump to Fire E.P.A. Chief](#)

[The Hill - Environmental group hang posters mocking Pruitt's rental in DC](#)

[Washington Times - Gina McCarthy, former EPA head: Scott Pruitt needs to be more concerned about the environment](#)

[The Hill - Dem Rep: Pruitt is the 'poster boy for the most ethically corrupt' administration](#)

[The Hill - Obama Education secretary mocks Pruitt over staff raises](#)

[Washington Examiner - Democrat mocks embattled Scott Pruitt with sirens GIF on Twitter](#)

[Washington Examiner - EPA's Scott Pruitt being mocked around Washington](#)

[Politico - Pelosi calls on Pruitt to resign](#)

[AP - New Mexico senators join call for EPA chief to resign](#)

[The Hill - For breaching public trust, Pruitt must go \(\\*Op-Ed\)](#)

[The Hill - Oversight Dem calls for hearing with Pruitt](#)

[Washington Post - Did Scott Pruitt falsely deny knowledge of his aides' pay raises?](#)

[CNN - Pruitt's revealing view on lights and sirens \(\\*Op-Ed\)](#)

[CBS News - Scott Pruitt asked to use sirens in D.C. traffic and was told no for non-emergency](#)

[Daily Caller - Media Reports Suggest These Trump Officials Are Leaking Damaging Info On Scott Pruitt](#)

[The Hill - 'Swamp King Trump' may use 'Polluter Pruitt' to fire 'Citizen Mueller' \(\\*Op-Ed\)](#)

[Politico - Lobbyist couple had to change the locks on Pruitt](#)

[CNN - Lobbyist couple cited by DC government for renting room to Pruitt](#)

[E&E Climatewire - Barbara Boxer lived in Pruitt's condo building](#)

[Politico - Pruitt fell behind on payments for his \\$50-a-night condo rental](#)

[New York Times - Job Changes for E.P.A. Officials Who Questioned Scott Pruitt](#)

[E&E Greenwire - 'It has been a breathtaking week'](#)

## **General**

[Reuters - Embattled EPA chief's calendar shows industry had his ear](#)

[Reuters - Apple says repeal of EPA carbon plan would threaten investments](#)

[New York Times - Quietly, Trump Officials and California Seek a Deal on Car Emissions](#)

Reuters - EPA sued by 14 states over delay in methane emission standards

Politico - Pruitt's troubles raise scrutiny on Wheeler confirmation

Washington Post - Fox News's power over Trump, in one official's words: 'He will listen more when it is on TV'

BNA - Staff Shift in EPA's Chemicals Office Prior to Reorganization

E&E News PM - Former water official accuses press shop of smear campaign

AP - Connecticut groups planning to contest NY dredging suit

+++

### **Fox News**

<http://www.foxnews.com/opinion/2018/04/05/trump-and-us-need-scott-pruitt-to-stay-at-epa.html>

### **Trump and the US need Scott Pruitt to stay at EPA (\*Op-Ed)**

By Steve Milloy, 4/5/18

"I do," President Trump said Thursday afternoon when asked by reporters whether he still has confidence in embattled Environmental Protection Agency head Scott Pruitt. And well the president should.

Pruitt has been the most effective appointee in implementing the Trump agenda. If Pruitt is forced out of his job because of charges he behaved unethically, America will suffer.

President Trump was elected as the economy was being choked and jobs were being destroyed by record-breaking, excessive and counterproductive regulations issued by the Obama administration.

The regulatory agency leading the charge against a healthy American economy and American job creation was the EPA. Candidate Trump knew this and campaigned on it. Millions of Americans voted for Trump precisely because he came out strongly against regulatory overreach.

When elected, the new president wisely tapped then-Oklahoma Attorney General Pruitt to bring EPA back with the bounds of the law and to end the EPA's gross overregulation.

Pruitt knew well EPA's proclivity toward rogue behavior. He had been involved in some dozen lawsuits against the agency.

EPA Administrator Pruitt was specifically directed via presidential executive order to roll back the two most excessive overreaches of the Obama EPA – the Clean Power Plan and the Waters of the United States rule.

The Obama war on coal and coal miners, capped off by the Clean Power Plan, has destroyed 94 percent of the market value of the U.S. coal industry and killed thousands of coal miner jobs – all for no environmental or public health gain.

The Obama Waters of the United States rule would have given EPA essentially arbitrary control over every square inch of land in the United States. The Obama EPA had set itself up to deem any mud puddle as a "navigable waterway" subject to onerous, development-stopping regulation.

Both rules are now going through the lengthy process of review and repeal that Pruitt is overseeing while being savagely attacked by overregulation-loving environmental extremists.

Industries long aggrieved by the pre-Trump EPA, especially during the Obama years, now have an EPA administrator eager to listen to their side of the story.

Take the example of the glider truck industry, an \$800 million business that rebuilds old truck engines and drive trains for installation in new truck chassis.

On its way out the door, the Obama EPA issued rules to that would outright kill the entire glider truck industry by arbitrarily reclassifying these rebuilt trucks as new trucks, thereby ensnaring them in industry-killing new truck emissions standards. The final Pruitt-led reversal of this job-killing Obama rule is expected anytime now.

Our economy is once again beginning to roar – so much so that there are labor shortages in many industries. Much of the credit goes to Pruitt for implementing the Trump agenda and otherwise reining in the previously out-of-control EPA.

A key reform being implemented by Pruitt that is driving the far-left greens nuts is his effort to stop EPA's abuse of science.

The House of Representatives has repeatedly passed legislation to end some of EPA's most egregious science hijinks.

One bill would end the practice of EPA grantees (who receive hundreds of millions of dollars in grants) serving on EPA science review panels so that they can rubberstamp their own work.

Another bill would end the EPA practice of using "secret science" as a basis for regulation. This "secret science" is data that the EPA under past presidents repeatedly refused to provide to Congress and the public for the purposes of independent review. The Obama EPA even defied a congressional subpoena for the data.

Both bills have been stuck in the Senate during the past three sessions because of the filibuster rules that let a minority of senators block action.

But Scott Pruitt rode to the rescue.

Last fall, Pruitt announced that EPA grantees would no longer be allowed to serve on advisory boards. They can pick one or the other – be a grant recipients or an adviser – but the clear conflict in filling both roles will no longer be permitted.

Then just last week, Pruitt announced that EPA would no longer rely on "secret science" in issuing regulations.

It would, of course, be better if the Senate passed the House bills and sent them to President Trump to sign. But until that can happen, Pruitt has taken the reins and implemented the policies on his own. Bravo.

Pruitt has also taken a keen interest in getting so-called toxic waste sites – known as Superfund sites – cleaned up. These cleanups suffered from years of neglect by the Obama administration, which had thrown all its attention and resources into global warming hysteria and destroying the coal industry.

There is much more EPA reform to come from Pruitt, as he is just hitting his stride. Now is not the time to change horses.

First, President Trump would have a hard time finding an EPA chief as competent and committed as Pruitt. Next, even if the president did, Senate Democrats would go all out to block confirmation.

President Trump should ignore the partisan attacks over trivialities. Let's keep our eyes on the ball of EPA reform and restraint. Our national interest demands it.

Just let Pruitt do it.

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### **Wall Street Journal**

<https://www.wsj.com/articles/trumps-pruitt-test-1522970943?mod=searchresults&page=1&pos=4>

### **Trump's Pruitt Test (\*Editorial)**

By The Editorial Board, 4/5/18, 7:29 PM

Donald Trump demands loyalty up the chain of command, but loyalty down has been another matter. The latest test of loyalty down will be whether Mr. Trump stands behind Scott Pruitt as Washington's green political machine tries to oust the Environmental Protection Agency Administrator for supposedly grave ethics offenses.

Mr. Pruitt's real sin is that he is one of Mr. Trump's most aggressive reformers, taking on green idols that others would bow before. In a year he has rescinded the waters of the U.S. rule that sought to regulate every pond in America; proposed to repeal the Clean Power Plan rule that sought to put coal out of business; urged the President to withdraw from the Paris climate pact; made a priority of cleaning up genuine pollution problems like Superfund sites; and this week began revising the destructive Obama-era fuel-economy standards.

If there has been a more consequential cabinet official, we haven't seen him.

All of this has made Mr. Pruitt a target of the ruling iron triangle of bureaucrats, interest groups and the press. They're creating smoke about his spending and ethics to get him fired because he is a political liability, as if they care about Mr. Trump's liabilities.

Mr. Pruitt's mistake has been to underestimate the animus against him. He should have protected himself better against even minor claims of misbehavior. But when you examine the charges, minor is the right word.

Take the flap over Mr. Pruitt's first-class air flights, as well as \$120,000 for him and his security detail to visit Italy last summer for a G-7 meeting and \$40,000 for a trip to Morocco. Apparently it's a scandal now to tour the Vatican in spare hours on a business trip. The costs are due in part to security precautions after threats against Mr. Pruitt. Some \$30,000 of that Italy bill went to security.

Yet his predecessors took similar trips and racked up even more expenses. According to the EPA, Lisa Jackson, the Administrator from 2009 to 2013, spent more than \$332,000 on four international trips; one trip to China cost \$155,000. Her successor, Gina McCarthy, went on 10 international sojourns, spending \$630,000. One trip was to Italy, where Ms. McCarthy received—a tour of the Vatican.

Then there's the non-scandal that from February to July last year Mr. Pruitt rented a small condo for \$50 a night from casual friends. The place is co-owned by Vicki Hart, a health-care lobbyist with no business in front of the EPA, but her husband, J. Steven Hart, owns a lobbying firm that represents industries including energy.

Mr. Hart has no share in the condo, and he has stated that he had no lobbying contact with the EPA in 2017 or 2018. The EPA's principal deputy general counsel Kevin Minoli released a memo explaining that EPA career ethics officials had reviewed the lease and found that Mr. Pruitt paid a "reasonable market value" (\$1,500 a month). A second Minoli memo this week offered a more detailed analysis, which some in the press mischaracterized but which Mr. Minoli described as "reaffirming the original decision" that the lease did "not constitute a prohibited gift."

None of this is close to disqualifying, and unless there's some new bombshell the uproar amounts to using ethical traps to expel anyone who threatens the power of the administrative state. If you can't beat someone on the policies, trip him up on a foot fault. The next EPA Administrator, or new Cabinet official, will get the message and stick to the status quo.

For all of his supposed disdain for the media, Mr. Trump sure cares what they think. This includes taking seriously the bad press a cabinet official receives, whether or not it's deserved. He seems to believe the worst that's written about his subordinates when he'd dismiss such a story if it were about him.

The large turnover in Mr. Trump's cabinet and White House has been unusual, and the way many have been treated (Tom Price at Health and Human Services, H.R. McMaster as national security adviser) makes anyone with talent reluctant to serve. If Mr. Trump throws Mr. Pruitt over the side, good luck finding someone as brave to replace him.

### **Daily Caller**

<http://dailycaller.com/2018/04/06/wall-street-journal-scott-pruitt-op-ed/>

### **WSJ: Trump Must Back Pruitt Against DC Insiders' Lust For Blood**

By Chris White, 4/6/18, 11:40 AM

The Wall Street Journal wants President Donald Trump to buck up and back EPA Administrator Scott Pruitt as bureaucratic busy bodies harangue the former Oklahoma attorney general over ethical issues.

"Mr. Pruitt's real sin is that he is one of Mr. Trump's most aggressive reformers, taking on green idols that others would bow before," the WSJ's editorial board wrote Thursday in a piece urging Trump to stand by his man. The board lashed out at the "ruling iron triangle of bureaucrats" seeking Pruitt's ouster.

"If there has been a more consequential cabinet official, we haven't seen him," the board noted, referring to Pruitt's success in rolling back several of former President Barack Obama's environment regulations. The WSJ's editorial comes as recent reports from The Washington Post and ABC News detailed Pruitt's first-class flights and his condo usage.

Ousting the beleaguered administrator will not be easy. Pruitt nixed the Clean Power Plan, convinced Trump to leave the Paris climate agreement, and, more recently, crafted new, less burdensome greenhouse gas emission and mileage standards for vehicles built in 2022 through 2025.

Pruitt also criticized Obama on Monday as he targeted the former president's regulations against the auto industry. The EPA's announcement of the greenhouse gas emission revision will likely lead be met with support from states like Michigan and Ohio, both of which voted for Trump.

The president has also voiced his support for Pruitt and told reporters at the White House Thursday, "I think he's done a fantastic job. I think he's done an incredible job."

The WSJ's editorial did not mention a New York Times report Thursday suggesting Pruitt also worked to demote career EPA officials who opposed some of his office reforms.

### **Wall Street Journal**

<https://www.wsj.com/articles/trump-says-he-has-confidence-in-epa-chief-1522958692?mod=searchresults&page=1&pos=3>

### **Trump Says He Has Confidence in EPA Chief**

By Rebecca Ballhaus, 4/5/18, 11:47 PM

President Donald Trump said Thursday he continues to have confidence in Environmental Protection Agency chief Scott Pruitt and praised his service, remarks that come as the White House is looking into several controversies swirling around the administrator.

"I think Scott has done a fantastic job. I think he's a fantastic person," Mr. Trump said in comments aboard Air Force One, returning to Washington from an event in West Virginia.

Asked whether he was bothered by the controversies tied to Mr. Pruitt, Mr. Trump said: "I have to look at them. ... I'll make that determination. But he's a good man, he's done a terrific job. But I'll take a look at it." Earlier, asked if he has confidence in Mr. Pruitt, Mr. Trump responded: "yes."

The White House said this week it was conducting a review of Mr. Pruitt's activities after news reports that he had rented accommodations in Washington at below-market rates from the family of an energy lobbyist. Mr. Pruitt also has faced questions over his travel expenses and had a testy interview with Fox News when he was pressed over large pay raises reportedly given to two EPA employees.

White House deputy press secretary Hogan Gidley told reporters that Mr. Trump was aware of the controversies.

"He knows. I mean, he reads the papers, he watches TV, he knows the reports that are floating around out there. And they do raise questions and we expect that Administrator Pruitt answer those questions."

Mr. Gidley said the president expected Mr. Pruitt to adhere to the "highest levels" of ethical standards.

Mr. Pruitt has defended his living arrangements and said he reversed the pay raises given to two staff members once he found out about them. On the travel costs, the EPA has said that Mr. Pruitt's protective service detail moved him to a higher class due to security protocols.

A White House official said Thursday that Mr. Trump likes Mr. Pruitt personally but believes the controversies surrounding the EPA chief are "troubling."

Mr. Pruitt has been contrite in his explanations to the White House, but aides were also unhappy about news reports that Mr. Trump made a supportive phone call to Mr. Pruitt on Monday night. News of the call came from the EPA, not the White House, the White House official said.

A separate White House official said Mr. Pruitt's interview on Fox News, in which the secretary blamed pay raises on his staff and took umbrage over other questions, was "a disaster."

The New York Times reported late Thursday that Mr. Pruitt had reassigned or demoted several officials who raised concerns about spending and management at the EPA.

An EPA spokesman responded to the report by calling the officials "disgruntled employees who have either been dismissed or reassigned."

## Daily Caller

<http://dailycaller.com/2018/04/05/trump-epa-pruitt/>

### Trump Makes It Clear He Supports Pruitt, Isn't Considering Immediate Action

By Robert Donachie, 4/5/18, 6:03 PM

President Donald Trump still has full faith in Environmental Protection Agency (EPA) Director Scott Pruitt and has yet to make a final determination on reports the director abused his position, he told reporters Thursday.

"I think he's done a fantastic job. I think he's done an incredible job. He's been very courageous. It hasn't been easy, but I think he's done a fantastic job," the president said Thursday.

Pruitt is accused of misusing taxpayer dollars for travel purchases, giving two of his staffers pay raises against White House orders, and striking a controversial deal with an energy lobbyist to pay a lower renting fee than those typically charged in D.C.'s marketplace. Trump hasn't looked at the allegations but is confident in Pruitt, who he claims is a "good man" who is doing a "terrific job," the president said to reporters.

"I have to look at them," Trump said in response to questions as to whether or not he is upset about the Pruitt reports. "I'll make that determination. But he's a good man; he's done a terrific job. But I'll take a look at it."

## Politico

<https://www.politicopro.com/agriculture/whiteboard/2018/04/tk-tk-965708>

### Trump says Pruitt doing 'great job' and is 'TOTALLY under siege'

By Christiano Lima, 4/6/18, 11:13 AM

President Donald Trump today voiced fresh support for his embattled EPA chief, Scott Pruitt, saying he is doing a "great job," while blasting reports that he's considering replacing Attorney General Jeff Sessions with Pruitt.

"Do you believe that the Fake News Media is pushing hard on a story that I am going to replace A.G. Jeff Sessions with EPA Chief Scott Pruitt, who is doing a great job but is TOTALLY under siege?" the president wrote. "Do people really believe this stuff? So much of the media is dishonest and corrupt!"

According to a CNN report, Trump floated replacing Sessions atop DOJ with Pruitt, even as the agency chief battles deepening ethics scandals over his lavish travel habits, security costs and coziness with lobbyists.

The president on Thursday praised Pruitt for doing a "fantastic job" at the agency, telling reporters he still had confidence in the Cabinet member.

White House officials said this week that Trump is pleased with Pruitt's efforts to roll back environmental regulations at the agency, but some said Trump and other West Wing aides are getting increasingly frustrated with Pruitt's series of scandals.

## CNN

<https://www.cnn.com/2018/04/06/politics/trump-good-man/index.html>

### Trump calls Pruitt a 'good man.' He's said that about other officials he's fired.

By Veronica Stracqualursi, 4/6/18, 9:34 AM

There are two words a Trump administration official might dread hearing from their boss: "Good man."

That's because otherwise complimentary words have been offered by President Donald Trump to high-ranking officials shortly before they were ousted from his White House.

One "good man" in Trump's administration is Scott Pruitt. The President praised his embattled Environmental Protection Agency chief on Thursday but also said he would "look" at the controversies surrounding him, which have led to

questions about how long he'll stay in the job. CNN reported Thursday that as recently as this week, the President floated having Pruitt replace Attorney General Jeff Sessions.

Here's a look at some other praise levied to top Trump administration members -- all of whom are no longer working in his White House.

#### David Shulkin

Trump praised his now-former Veterans Affairs Secretary David Shulkin -- the latest Cabinet secretary to exit -- even as Shulkin was the subject of an inspector general's probe over his July business trip to London and Denmark, which included a stop at Wimbledon.

"You're doing a great job. We appreciate you," Trump said to Shulkin at a January 9 White House event where he signed an executive order aimed at improving mental health services for veterans.

Two months later, Shulkin says he was fired and informed via Trump tweet. The White House, however, has insisted that Shulkin resigned.

#### Rex Tillerson

Trump's anger at Rex Tillerson after it leaked last year that his secretary of state called him a "moron" never subsided, and many in the White House saw their differences as irreconcilable.

But after announcing on Twitter that Tillerson was out and CIA Director Mike Pompeo would take over, Trump gave his "good man" goodbye to Tillerson.

"And as far as Rex Tillerson is concerned, I very much appreciate his commitment and his service, and I wish him well. He's a good man," Trump said outside the White House on March 13, adding, "Rex will be much happier now."

#### H.R. McMaster

The President last summer stood by his national security adviser H.R. McMaster, who was under fire at the time from far right-wing media outlets and Trump's base for personnel moves he made at the White House.

"General McMaster and I are working very well together. He is a good man and very pro-Israel. I am grateful for the work he continues to do serving our country," Trump said in a statement in August released from the White House.

McMaster resigned last month, just over a year into the job.

#### Tom Price

Former Health and Human Services Secretary Tom Price said farewell at the end of September amid a scandal over his use of private planes.

Hours before it would be known that Price resigned, Trump lamented, "I felt very badly because Secretary Price is a good man."

"I think it's a shame because as a human being, Tom Price is very good man," Trump said before departing the White House for his golf club in Bedminster, New Jersey.

#### Steve Bannon

Last August, Steve Bannon's days in the White House as chief strategist seemed numbered as Trump brought on a new chief of staff John Kelly and as the White House was dealing with the fallout over Trump's response to a white supremacist rally in Charlottesville, Virginia.

"I like him. He's a good man," Trump told reporters during an August 15 impromptu news conference at Trump Tower, three days before he would fire Bannon.

"He is not a racist, I can tell you that, He's a good person ... But we'll see what happens with Mr. Bannon."



Michael Flynn

Last February, Trump asked for and received then-national security adviser Michael Flynn's resignation, after it became public that Flynn had misled Vice President Mike Pence on conversations he had during the transition regarding sanctions on Russia with Russia's ambassador to the US.

"Gen. Flynn is a wonderful man. I think he has been treated very, very unfairly by the media, as I call it, the fake media in many cases. And I think it is really a sad thing that he was treated so badly," Trump said two days after Flynn's departure.

Flynn pleaded guilty in December to lying to the FBI about his conversations with Russia's ambassador.

Reince Priebus

Trump announced on Twitter in late July that he was replacing his chief of staff Reince Priebus with Kelly.

Priebus, who had accompanied Trump to Long Island for an event on gang violence, was seated inside a Secret Service van on the tarmac at Joint Base Andrews outside Washington when the news broke. His vehicle drove away in the rain before Trump himself got off the plane.

"Reince is a good man. John Kelly will do a fantastic job. General Kelly has been a star, done an incredible job thus far, respected by everybody. A great, great American. Reince Priebus, a good man," Trump said after stepping off the plane.

## **CNN**

<https://www.cnn.com/2018/04/05/politics/scott-pruitt-trump-jeff-sessions/index.html>

### **Trump floated replacing Sessions with Pruitt this week despite scandals**

By Pamela Brown and Kaitlan Collins, 4/6/18, 8:14 AM

President Donald Trump floated replacing Attorney General Jeff Sessions with Scott Pruitt as recently as this week, even as the scandal-ridden head of the Environmental Protection Agency has faced a growing list of negative headlines, according to people close to the President.

"He was 100% still trying to protect Pruitt because Pruitt is his fill-in for Sessions," one source familiar with Trump's thinking told CNN.

Though the President has, at times, floated several people a day for multiple positions in his administration that are already occupied, the proposition reveals just how frustrated Trump remains with Sessions because of his decision to recuse himself from overseeing the Russia investigation more than a year ago, while signaling how confident he has remained in Pruitt despite a dizzying number of ethics issues.

But Trump on Thursday said he continues to support Pruitt.

Asked by reporters as he boarded Air Force One if he has confidence in the embattled EPA official, Trump said: "I do."

Hours later, as he returned from an event in West Virginia, Trump said he wasn't considering replacing Sessions with Pruitt.

"No. No. Scott's doing a great job where he is," Trump said.

As with anything in the Trump White House, the situation remains fluid and circumstances continue to change from moment to moment. Press secretary Sarah Sanders told CNN Thursday the White House does "not have any plans for personnel changes at this time."

Trump's chief of staff John Kelly has not matched the President's confidence in Pruitt, according to a source familiar with his thinking. He has advocated for firing him before the headlines get worse. A source familiar with how things have unfolded said Kelly called Pruitt Tuesday morning to ask if there were other issues that could become public that he needed to know about. These feelings were further exacerbated after Pruitt did interviews with Fox News and Washington Examiner, which a senior administration official said only made matters worse.

White House aides warned officials at the EPA that having Pruitt sit for interviews this week could backfire and told them to rethink their plans, a person familiar with their conversation said.

The aides cautioned that the EPA that if Pruitt did poorly under questioning -- particularly televised questioning -- it would be the quickest way to lose Trump's confidence. In fact, the President was not impressed with Pruitt's performance.

But Pruitt has remained in Trump's good graces for the most part, though a source who is familiar with the matter said the President's confidence in him has faltered some in light of the ethics issues. However, Trump is hesitant to fire him because he likes entertaining the idea of replacing Sessions with Pruitt eventually and feels confident that he will continue to advance his agenda at the EPA in the meanwhile.

#### Justice Department under fire

The suggestion of replacing Sessions with a scandal-ridden Pruitt comes as Trump continues to rage against both the attorney general and his deputy, Rod Rosenstein.

Trump chatters often about ousting both, multiple sources familiar with his thinking told CNN. But his advisers have repeatedly tried to thwart this by convincing him that doing so would be damaging in the midterms, given how popular Sessions is with conservatives.

These same advisers have also argued that firing Rosenstein could delay the completion of special counsel Robert Mueller's obstruction of justice probe while creating unwanted headlines.

The President has especially focused his frustration on Rosenstein in recent weeks, often repeating his complaint that he is weak and not on his team, sources familiar with the President's grievances have said. Rosenstein resurfaced as a source of the President's wrath because of photo of him dining with Sessions and Solicitor General Noel Francisco at a popular Washington restaurant. Earlier that same day, Trump had criticized Sessions on Twitter.

#### Not backing down

Though Trump has laid off shaming Sessions publicly, sources who are familiar with their relationship caution that he hasn't privately backed off his criticism. These people often wait for Trump's hostility toward Sessions to resurface and several were stunned that he never tweeted about Sessions being on the cover of Time magazine.

The cover featured a shadowy photo of the former Alabama senator with the phrase "Nobody's above the law" plastered across his right shoulder in all capital letters. Trump's white-hot anger has been trained on Sessions for over a year now since the attorney general recused himself from overseeing the Russia investigation.

But Trump has repeatedly mused about firing many in his administration, so him discussing it doesn't necessarily mean he will.

For now, Sessions' allies feel that his job is safe, buoyed by the muted White House response after Sessions launched his first public rebuttal to Trump after the President criticized his "disgraceful" handling of Republican allegations of surveillance abuses at the department and FBI.

Overall, Trump has continued to vent about the Russia investigation, lamenting how "unfair" he believes the entire ordeal is.

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### **Washington Examiner**

<https://www.washingtonexaminer.com/policy/energy/freedomworks-launches-effort-to-save-epas-scott-pruitt>

#### **FreedomWorks launches effort to save EPA's Scott Pruitt**

By John Siciliano, 4/6/18, 1:03 PM

The conservative free-market group FreedomWorks has started what could become a last-ditch effort to defend Scott Pruitt, Trump's embattled Environmental Protection Agency chief, from the throngs of what it calls a liberal attack to oust him.

"The radical left is running a smear campaign against @EPAScottPruitt in an attempt to force him out of the EPA," the group tweeted late Thursday, before urging its followers to call the White House.

"Call @realDonaldTrump at 202-849-7922 right now. Tell him you support Scott Pruitt as EPA Administrator! #StandWithScottPruitt #ampFW," the group urged on social media.

"Scott Pruitt has worked hard to return the EPA to its core mission: protecting the environment as directed by Congress; instead of the rogue assault on the rule of law, freedom, and the economy that we saw in the prior administration," said Adam Brandon, the group's president.

On the other side of the debate, David Doniger, climate chief for the Natural Resources Defense Council, who is part of the #BootPruitt campaign, saw a lot of bad for Pruitt on Thursday.

Take, for instance, the news about energy lobbyist J. Steven Hart's name being scratched out on Pruitt's condo lease and the name of his wife, Vicki, placed above it. "It suggests they were trying to hide the direct nature of the sweetheart relationship between Pruitt and a lobbyist for energy industry polluters," Doniger told the Washington Examiner.

J. Steven Hart has active ties to a prominent natural gas export firm, Cheniere Energy. Media reports are speculating that Pruitt's trip to Morocco last year to promote energy exports may have been to the benefit of the client, since Cheniere is a major shipper.

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### **Washington Examiner**

<https://www.washingtonexaminer.com/policy/energy/sarah-sanders-trump-will-decide-scott-pruitts-fate>

#### **Sarah Sanders: Trump will decide Scott Pruitt's fate**

By John Siciliano, 4/6/18, 3:03 PM

White House spokeswoman Sarah Sanders said President Trump has ultimate authority over whether to fire Environmental Protection Agency Administrator Scott Pruitt, but no decision had been made.

"No one other than the president has the authority to hire and fire members of his Cabinet," Sanders said when asked if a decision has been made on whether Pruitt will be let go after a flurry of scandals involving the EPA administrator.

"It's a decision he'll make," Sanders said in the wake of news reports that White House chief of staff John Kelly has advised the president to fire Pruitt.

Trump believes Pruitt has done a "good" job as head of the EPA, Sanders said. "Right now, I have no personnel announcements," she added.

"The president feels that the administrator has done a good job at EPA," she said. "He's restored it back to its original purpose."

Sanders was unwilling to discuss specific issues as the White House investigates the allegations facing Pruitt over travel expenses, his condo rental, big pay raises for two aides, and security spending.

"I'm not going to walk through hypotheticals until we have time to go through a full review. That's what we're doing right now," she said.

### **Washington Post**

[https://www.washingtonpost.com/news/energy-environment/wp/2018/04/05/top-epa-ethics-official-says-he-lacked-key-facts-about-pruitts-condo-rental/?utm\\_term=.1d6fc9b831](https://www.washingtonpost.com/news/energy-environment/wp/2018/04/05/top-epa-ethics-official-says-he-lacked-key-facts-about-pruitts-condo-rental/?utm_term=.1d6fc9b831)

### **Scott Pruitt's job in jeopardy amid expanding ethics issues**

By Juliet Eilperin, Brady Dennis, and Josh Dawsey, 4/5/19, 8:55 PM

Environmental Protection Agency Administrator Scott Pruitt fought for his job Thursday, facing a new barrage of allegations about issues ranging from his past housing arrangement and first-class travel to the reassignment of senior staff who criticized how he was spending taxpayer funds.

Even as President Trump repeatedly expressed his support for Pruitt in public, top White House aides began to escalate their disapproval, suggesting the administrator has mischaracterized his role in boosting the salaries of two employees. On Thursday evening, two EPA officials confirmed that Pruitt endorsed the idea last month of giving substantial raises to senior counsel Sarah Greenwalt and scheduling and advance director Millan Hupp — although he did not carry out the pay raise himself.

And Pruitt's decision to ignore White House Chief of Staff John F. Kelly's warnings to be more cautious about giving public interviews only complicated his standing with many of Trump's key aides.

Those officials' sense of unease continued to escalate over the course of a single day, after the EPA's lead ethics official issued a memo saying that he lacked important facts when he concluded that Pruitt's rental lease with a lobbyist last year did not violate federal gift rules. It also emerged that Pruitt was late with some of his rent payments for a room in that Capitol Hill condo.

A White House spokesman offered Pruitt little reassurance. "We all serve at the pleasure of the president," Hogan Gidley told reporters Thursday. "You guys know that. And when he's not pleased, you'll know it."

Trump has resisted calls to oust Pruitt but has complained privately about the EPA chief for days, advisers said.

Publicly, however, the president went out of his way to praise Pruitt. Making a rare appearance in the press cabin of Air Force One on a return flight from West Virginia on Thursday, Trump remarked, "He's been very courageous . . . I can tell you at EPA he's done a fantastic job."

Pruitt traveled to the state where he grew up to meet with Kentucky air-quality regulators, business leaders and elected officials, saying in a statement that the EPA "continues its work to enhance both environmental protections and economic growth."

At EPA headquarters, top aides strategized about how to protect Pruitt's job even as they put the final touches on an executive order that would change the way the federal government ensures that states are meeting national air pollution standards.

In a sign of Pruitt's split-screen existence, according to administration officials briefed on the matter, Trump on Friday plans to sign the directive expediting air-quality permits. Yet the White House canceled an announcement event where the two were to appear together.

Several congressional Republicans, as well as some governors, conservative groups and pundits, rallied to Pruitt's side. Sens. Rand Paul of Kentucky and Ted Cruz of Texas both publicly backed him Thursday, as did governors Matt Bevin (Ky.), Phil Bryant (Miss.) and Pete Ricketts (Neb.). Bevin tweeted that the administrator should "ignore the nattering nabobs of negativism," invoking a phrase that Vice President Spiro T. Agnew used in 1969 while blasting the media.

@RandPaul

@EPAScottPruitt is likely the bravest and most conservative member of Trump's cabinet. We need him to help @realDonaldTrump drain the regulatory swamp.

@tedcruz

This is compelling. Why do Obama and his media cronies want so badly to drive @EPAScottPruitt out of office? @realDonaldTrump is too cagey to be duped and bullied by the Obama groupies.

<https://tinyurl.com/y978w3x8>

It's been obvious for some time that there is a concerted effort underway to take out Donald Trump's EPA Director, Scott Pruitt.

Radio talk show host Rush Limbaugh delivered an on-air defense of Pruitt, and groups such as FreedomWorks and the Federalist Society expressed their support.

Still, the sharp focus on Pruitt's housing arrangement, his premium-class travel both domestically and abroad and those aides' raises has only further roiled an inner circle already under stress.

Samantha Dravis, a longtime adviser who serves as senior counsel and associate administrator in the EPA's Office of Policy, submitted her resignation last week to work in the private sector. Her decision to leave is unrelated to Pruitt's recent ethics woes, according to several agency officials with firsthand knowledge of the matter. But it comes at a time when Pruitt is relying on an increasingly narrow set of advisers to navigate decision-making.

The Washington Post confirmed that three EPA officials — Kevin Chmielewski, former deputy chief of staff for operations; John E. Reeder, former deputy chief of staff; and Special Agent Eric Weese — left or were reassigned after raising concerns about how Pruitt and his deputies operated. Chmielewski is on leave without pay, Reeder is on an "executive in residence" fellowship at American University, and Weese is no longer the head of Pruitt's security detail.

Weese could not be reached for comment; Chmielewski and Reeder have declined to comment. Reeder is the husband of a Washington Post reporter, Carol Leonnig.

The staff moves were first reported by the New York Times, which also named two other individuals sidelined or forced to take leave after questioning how money was being spent at the EPA. In an emailed statement Thursday, agency spokesman Jahan Wilcox called them "a group of disgruntled employees who have either been dismissed or reassigned."

Pruitt spoke at length during a Fox News interview about his role in Greenwalt and Hupp getting raises of 52 percent and 33 percent respectively under an unusual maneuver involving their reappointment through a provision of the Safe Drinking Water Act.

In the interview Wednesday, Pruitt implied he was not involved in those decisions.

"I found out this yesterday and I corrected the action, and we are in the process of finding out how it took place and correcting that going forward," he told correspondent Ed Henry.

But two EPA officials and a White House official told The Post that the administrator instructed staff to award substantial pay boosts to both women, who had worked in different roles for him in Oklahoma.

Questions surrounding Pruitt's public account of his management decisions have been sharpened by recent revelations about his unusual rental arrangement last year.

The lease provided for the use of a single room, stating that "all other space is controlled by the landlord." But several EPA officials have confirmed that Pruitt's adult daughter stayed in a second bedroom for a period when she was working at the White House.

Kevin Minoli, the EPA's principal deputy general counsel, had written in a March 30 memo that Pruitt's lease with condo co-owner Vicki Hart — for \$50 a night, charged only when he stayed there — did not constitute a gift because that rate for 30 consecutive days would have equated to a monthly rent of \$1,500. Minoli described that as "a reasonable market value."

Yet in a new memo, which was obtained by the Campaign Legal Center and first reported by CNN, Minoli emphasized that he evaluated the terms of the lease only and not activities the document did not cover.

"Some have raised questions whether the actual use of the space was consistent with the terms of the lease," Minoli wrote. "Evaluating those questions would have required factual information that was not before us and the Review does not address those questions."

He also clarified that he did not examine whether Pruitt's arrangement violated the impartiality rule, which would have prohibited the administrator from having any dealings with other employees at Vicki Hart's lobbying firm.

Separately, Minoli's colleague, Justina Fugh, a senior ethics attorney and agency veteran, said she learned of Pruitt's unusual housing arrangement late last week when political aides called her while she was at the movies, told her the outlines of the lease and asked her for a quick ruling. She initially gave her approval based on the specifics they shared. Only later did she learn other details from news reports.

"What they gave me was not the full picture . . . I was just too credulous," Fugh said Thursday. "Advice that's given by an ethics official is only as good as the information that's provided."

The rental deal has come under intense scrutiny because Hart's husband, J. Steven Hart, is chairman of the firm Williams & Jensen, which lobbies on energy issues along with other matters. He told The Post last week that he "had no lobbying contact with EPA in 2017 or 2018" and referred to Pruitt as a "casual friend" with whom he has had little contact. In recent interviews, however, Pruitt has described Hart as someone he has known for years.

A copy of the lease, attached to Minoli's most recent memo, showed that Steven Hart's name had been scribbled out as the legal representative and his wife's name handwritten in. According to a senior administration official, Vicki Hart made the change.

Despite the favorable \$50-a-night rate he was receiving on the Capitol Hill condo, Pruitt still fell behind on his rent, according to two people with knowledge of the situation. Vicki Hart, who served as Pruitt's landlord and is wife of energy and transportation lobbyist Steve Hart, was at times forced to remind him that rent payments were due, these people said.

**Wall Street Journal**

<https://www.wsj.com/articles/white-house-chief-of-staff-urges-trump-to-remove-epa-chief-pruitt-1523033081>

**White House Chief of Staff Urges Trump to Remove EPA Chief Pruitt**

By Peter Nicholas, 4/6/18, 1:00 PM

WASHINGTON—White House Chief of Staff John Kelly told President Donald Trump last week that he is convinced Environmental Protection Agency chief Scott Pruitt needs to step down after a series of negative reports about his spending habits and management style, a White House official said Friday.

Though Mr. Kelly and other White House aides have concluded Mr. Pruitt should leave, the president is not ready to fire him, the official said. Mr. Trump welcomes the deregulatory measures taken by Mr. Pruitt and also values him as a strong advocate for the president's agenda, this person said.

The president, in a tweet Friday, said Mr. Pruitt is doing "a great job," adding that he is "TOTALLY under siege."

That comment follows remarks aboard Air Force One on Thursday in which he described Pruitt as doing "a fantastic job." He also said Mr. Pruitt is a "fantastic person," adding that he still has confidence in the EPA administrator.

However, the president said he would look into the various controversies surrounding Mr. Pruitt. "I have to look at them," Mr. Trump said, during a flight home from a public appearance in West Virginia. "I'll make that determination."

An exit by Mr. Pruitt would come in the midst of a high-level staff shake-up by the president. Mr. Trump recently dismissed his secretary of state and national security adviser, and tapped a new appointee for the Central Intelligence Agency. Two of those positions will require Senate approval for their replacements, as would be the case for the EPA administrator.

The EPA declined to comment. Over his first year, Mr. Pruitt, a skeptic of climate change, repealed some of former President Barack Obama's clean-air and other environmental policies. He also urged Mr. Trump to pull out of the Paris climate agreement—advice the president followed.

The White House said earlier this week it was conducting a review of Mr. Pruitt's activities after news reports that he had rented accommodations in Washington at below-market rates from the family of an energy lobbyist.

Mr. Pruitt also has faced questions over his travel expenses, and he had a testy interview with Fox News when he was pressed over large pay raises reportedly given to two EPA employees.

Inside the White House, aides have concluded that Mr. Pruitt's position is untenable, with a drumbeat of news reports raising questions about his managerial judgment and spending practices.

The New York Times reported late Thursday that Mr. Pruitt had reassigned or demoted several officials who raised concerns about spending and management at the EPA.

An EPA spokesman responded to the report by calling the officials "disgruntled employees who have either been dismissed or reassigned."

Mr. Pruitt has defended his living arrangements and said he reversed the pay raises given to two staff members once he found out about them. On the travel costs, the EPA has said Mr. Pruitt's protective services detail moved him to a higher class due to security protocols.

White House officials were also upset about reports that Mr. Trump phoned Mr. Pruitt on Monday night in an effort to encourage him. Two White House officials said it was the EPA, not the White House, that alerted media to the calls.

**New York Times**

<https://www.nytimes.com/2018/04/06/us/politics/trump-kelly-pruitt-fired.html>

**Chief of Staff Advised a Resistant Trump to Fire E.P.A. Chief**

By Julie Hirschfeld David and Lisa Friedman, 4/6/18

John F. Kelly, the White House chief of staff, told President Trump last week that Scott Pruitt, his embattled administrator of the Environmental Protection Agency, needed to go, according to two officials briefed about the conversation, following damaging allegations of ethical infractions and spending irregularities by the E.P.A. chief.

But Mr. Trump, who is personally fond of Mr. Pruitt and sees him as a crucial ally in his effort to roll back environmental protections, has resisted firing him, disregarding warnings that the drumbeat of negative headlines has grown unsustainable, and that more embarrassing revelations could surface.

White House officials said on Friday that Mr. Trump continues to believe that Mr. Pruitt has been effective in his role, and stressed that it was up to him alone to decide his fate.

“No one other than the president has the authority to hire and fire,” Sarah Huckabee Sanders the White House press secretary, told reporters. “The president feels that the administrator has done a good job at E.P.A.”

She said the White House, which has been conducting an internal investigation into Mr. Pruitt’s conduct, was “continuing to review any of the concerns that we have.”

Earlier, in a brief interview, Ms. Sanders said that Mr. Pruitt’s success in achieving items on the president’s agenda — including rolling back a large number of environmental regulations — may weigh heavily as a counterbalance to allegations that he misused taxpayer dollars.

“He likes the work product,” she said of Mr. Trump.

Mr. Pruitt has been dogged by a series of scandals in recent weeks, including revelations that he rented a condominium co-owned by the wife of an energy lobbyist for \$50 per night; that he spent more than \$100,000 in taxpayer-funded first-class travel, which the E.P.A. has argued was necessary because of security concerns; and that the agency sidelined or demoted at least five high-ranking agency employees who had raised questions about his spending.

The Wall Street Journal first reported on Mr. Kelly’s unheeded advice to Mr. Trump, which marked the escalation of a quiet but intense turn in the West Wing against Mr. Pruitt. Privately, many senior White House aides have become infuriated with the E.P.A. chief and exasperated with his ethical lapses, believing that it is only a matter of time before his special standing with the president wears off.

That does not seem to have happened yet.

“I think he’s done a fantastic job at E.P.A.,” Mr. Trump told reporters on Air Force One on Thursday as he returned to Washington from an event in West Virginia. “I think he’ll be fine.”

On Friday, Mr. Trump pushed back against news reports that he had considered replacing Jeff Sessions, the attorney general, with Mr. Pruitt, saying in a tweet that his E.P.A. chief “is doing a great job but is TOTALLY under siege.”

@realDonaldTrump

Do you believe that the Fake News Media is pushing hard on a story that I am going to replace A.G. Jeff Sessions with EPA Chief Scott Pruitt, who is doing a great job but is TOTALLY under siege? Do people really believe this stuff? So much of the media is dishonest and corrupt!



The president, who dislikes direct personal confrontations, has been known to change his mind and tone rapidly when it comes to dismissing underlings. But his aides also point out that Mr. Trump relishes doing things his own way and digging in against what he considers to be conventional thinking, even when it may mean enduring political fallout.

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## **The Hill**

<http://thehill.com/policy/energy-environment/381948-environmental-group-hang-posters-mocking-pruitts-rental-in-dc>

### **Environmental group hang posters mocking Pruitt's rental in DC**

By Timothy Cama, 4/6/18, 10:40 AM

An environmental group hung posters around Washington, D.C., mocking Environmental Protection Agency (EPA) head Scott Pruitt over the scandal regarding a condo he rented last year.

The posters appeared Friday morning in public spaces mostly around Capitol Hill, where Pruitt currently lives and previously lived at a lobbyist couple's condo for \$50 each night he slept there. One was also spotted outside the Trump International Hotel in downtown Washington, which is owned by President Trump's company.

Friends of the Earth, an activist environmental group, took credit for the posters.

The posters advertise, "Luxury condo on Capitol Hill, \$50 a night!!! Live luxuriously for cheap — just like Scott!" They feature a photo of Pruitt juxtaposed in front of a luxury interior.

In the fine print, the posters specify that the \$50 rate is a "special rate void if not a Trump administration official able to provide special favors. Property may be used to host GOP fundraisers."

The posters advise readers to call to inquire about the rental, with pull tabs listing the phone number for the EPA's Office of Public Affairs.

A week ago, ABC News and Bloomberg News reported that Pruitt had, for about six months last year, rented a condo near the Capitol from Vicki Hart. Hart is a health lobbyist, while her husband, J. Steven Hart, chairs the lobbying firm Williams and Jensen, which has numerous energy and fossil fuel clients.

A rental costing \$50 per day, chargeable only when the tenant is there, is extremely difficult to find in that area. But Pruitt and EPA ethics officials nonetheless said it complied with ethics rules.

Pruitt's daughter also lived in the condo for a time period without paying additional rent.

Later, the EPA's ethics office said its ruling on the rental did not consider factors such as using an additional bedroom in the property, as Pruitt's daughter was alleged to have done.

The rental and other recent controversies have put Pruitt in a swarm of scandal. White House officials and numerous lawmakers are scrutinizing Pruitt over the rental and a recent revelation that the EPA gave two aides raises after the White House rejected his request.

The New York Times reported Thursday that five EPA officials were punished in various ways for questioning Pruitt over his spending and management decisions.

Numerous Democratic lawmakers and three Republicans have called on Pruitt to step down or be fired.

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**Washington Times**

<https://www.washingtontimes.com/news/2018/apr/6/gina-mccarthy-former-epa-head-scott-pruitt-needs-t/>

**Gina McCarthy, former EPA head: Scott Pruitt needs to be more concerned about the environment**

By Sally Persons, 4/6/18

Former Environmental Protection Agency Administrator Gina McCarthy said Friday that Scott Pruitt needs to be more concerned about the environment and not just business.

"The only thing Scott Pruitt talks about or seems to consider is whether or not it's reducing the cost of business," Ms. McCarthy said on CNN. "His job is to protect public health and the environment in ways that continue to keep the economy moving."

She said that Mr. Pruitt, current EPA administrator, needs to be more transparent in his actions at the agency. He has recently been flagged for possible violations concerning his housing in Washington where he rented from a lobbyist in the energy sector.

"I was transparent. I was not secret. In the decision I made, I followed the law. I followed the process," Ms. McCarthy said.

Mr. Pruitt has said there was nothing unethical about his housing arrangement, or in how he has run the agency.

**The Hill**

<http://thehill.com/homenews/house/381905-dem-rep-pruitt-is-the-poster-boy-for-the-most-ethically-corrupt-administration>

**Dem Rep: Pruitt is the 'poster boy for the most ethically corrupt' administration**

By Julia Manchester, 4/5/18, 8:11 PM

Rep. Jamie Raskin (D-Md.) hit Environmental Protection Agency (EPA) Administrator Scott Pruitt on Thursday, calling him the "poster boy for the most ethically corrupt" administration as Pruitt faces a slew of scandals.

"Donald Trump has a staff infection, and Scott Pruitt is the poster boy for the most ethically corrupt and compromised administration of our lifetimes," Raskin told CNN's Erin Burnette.

"It's remarkable that he's still in office, even with what we know just now in that the president is standing by him," he continued.

"This is just an ethical sewer. The only swamp in the country or the only wetland that the EPA chief has been protecting has been the ethical swamp in Washington," he said.

Pruitt is facing backlash for a number of scandals, including revelations that he rented a two-bedroom condo on Capitol Hill for \$50 each night he slept there.

His daughter also lived for a period of time in the condo, which was owned by the wife of a prominent energy lobbyist.

Pruitt is also under for a decision to significantly raise the salaries of two close EPA political appointees.

Various Republican and Democratic lawmakers have called for Pruitt's resignation.

Trump told reporters on Thursday that he has full confidence in Pruitt as EPA administrator.

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### **The Hill**

<http://thehill.com/homenews/administration/381958-obamas-education-secretary-mocks-pruitt-over-staff-raises>

#### **Obama Education secretary mocks Pruitt over staff raises**

By John Bowden, 4/6/18, 11:34 AM

Former Education Secretary Arne Duncan mocked Environmental Protection Agency Administrator Scott Pruitt on Friday over reports that the EPA chief directed staff to approve sizable raises for two top aides even after the White House rejected their applications for pay increases.

In a tweet, Duncan jokingly apologized to former Education Department staffers for not raising their pay in a similar manner while in office. Duncan served in the Obama administration from 2009 to 2015.

News reports this week revealed that Pruitt used a provision of the Safe Drinking Water Act, which lets the EPA chief hire up to 30 people without having White House or congressional approval, to reappoint two aides and raise their salaries by \$28,130 and \$56,765.

"To all my team who worked with me at the Dept of Education for 7 years- I am so sorry I didn't give you raises of \$56,765 or \$28,130! Silly me, I just didn't know that was possible," Duncan, now a managing partner at the Emerson Collective, wrote on Twitter.

Pruitt had previously told Fox News that he had not known about the raises and had taken steps to correct the procedure after "learning" about the pay increases.

"I found out this yesterday and I corrected the action, and we are in the process of finding out how it took place and correcting that going forward," Pruitt told Fox's Ed Henry.

EPA employees said that the move showed that Pruitt played favorites among senior staff.

"This whole thing has completely gutted any morale I had left to put up with this place," one employee told The Atlantic.

Pruitt's job is reportedly in question over a number of damaging stories, including separate reports that he accepted a deal to stay in a Washington condo co-owned by the wife of an energy lobbyist for just \$50 per night he slept there last year.

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### **Washington Examiner**

<https://www.washingtonexaminer.com/news/democrat-mocks-embattled-scott-pruitt-with-sirens-gif-on-twitter>

#### **Democrat mocks embattled Scott Pruitt with sirens GIF on Twitter**

By Katie Leach, 4/5/18, 8:59 PM

Rep. Eric Swalwell poked fun at Environmental Protection Agency Administrator Scott Pruitt with a GIF on Twitter over a report that said he asked to use emergency sirens to avoid traffic.

"Live shot of #Pruitt out buying milk," the California Democrat tweeted Thursday, along with a GIF of what appears to be a police escort.

CBS first reported on Thursday that the lead agent in charge of Pruitt's security detail who advised him that they couldn't use emergency sirens to evade traffic was removed and reassigned to a new job in the EPA after the incident.

Pruitt has recently come under fire for reports detailing lavish use of taxpayer dollars, added security, and shake-ups among agency officials who questioned his actions.

### **Washington Examiner**

<https://www.washingtonexaminer.com/policy/energy/epas-scott-pruitt-being-mocked-around-washington>

### **EPA's Scott Pruitt being mocked around Washington**

By John Siciliano, 4/6/18, 2:16 PM

Environmental Protection Agency Administrator Scott Pruitt is being mocked around Washington by posters and fliers using his scandal to do everything from drumming up business at cafes to supporting a campaign to unseat him.

Natural Resources Defense Council strategic director David Doniger, who often debated Pruitt before he was EPA chief on the merits of climate regulations, observed in a tweet that one cafe on 19th and K streets in downtown Washington was offering a Scott Pruitt \$50-per-night "shack" breakfast "special," poking fun at the embattled administrator's condominium scandal.

Doniger's group and several others are invested in a campaign called #BootPruitt. At the same time, conservative group FreedomWorks launched its own social media campaign called #StandWithScottPruitt.

New York Times reporter Eric Lipton posted a picture of a flier on a Washington light pole Friday that said "live luxurious and cheap just like Scott!" The fliers had "little pieces of paper you can tear off that have the EPA Office of Public Affairs office telephone number. As if they have not gotten enough calls this week," Lipton tweeted.

Other environmental groups such as Friends of the Earth were playing up the posters, which appeared to have been hung up on Capitol Hill late Thursday night in the vicinity of the condo.

"We hear DC has some great deals on apartments ... if you are an ethically challenged Cabinet secretary. #PollutingPruitt #FirePruitt," Friends of the Earth tweeted.

The group Sierra Club was the most creative, spinning the Pruitt scandals into a fake movie poster called "Under Siege," the "true story of one man under siege by his own corruption."

The poster mirrors the 1992 action thriller "Under Siege" with Steven Seagal. In the movie, Seagal plays an ex-Navy SEAL who for some reason is functioning as a cook on the USS Missouri when mercenaries take it over. He then single-handedly takes back the ship.

### **Politico**

<https://www.politico.com/story/2018/04/06/pruitt-should-resign-nancy-pelosi-505606>

### **Pelosi calls on Pruitt to resign**

4/6/18, 1:15 PM

House Minority Leader Nancy Pelosi on Friday called on Environmental Protection Agency chief Scott Pruitt to resign, saying he has "displayed a staggering ethical blindness."

"EPA Administrator Scott Pruitt's tenure has been a part of the Trump Administration's culture of corruption, cronyism and incompetence. Pruitt must resign," Pelosi said in a statement. "Pruitt has displayed a staggering ethical blindness, and his abuses of office are representative of an Administration that uses their powerful positions to enrich themselves and their friends."

Pruitt has been the subject of a series of damaging articles in recent days alleging that he rented a \$50-a-night condo room from a pair of lobbyists, that he reportedly sidelined aides who questioned his expensive travel and security costs, and that he allegedly asked for sirens and lights to speed up his trips around Washington, including to a trendy French restaurant.

He is also being investigated by the EPA's inspector general for other purported ethical lapses involving his travel and security expenses.

Even though White House officials have been irritated by the scandals, President Donald Trump has continued to publicly voice support for the EPA chief.

## **AP**

<https://apnews.com/c7e710cfb9594499aa59addba84448ea/New-Mexico-senators-join-call-for-EPA-chief-to-resign>

### **New Mexico senators join call for EPA chief to resign**

4/6/18

ALBUQUERQUE, N.M. (AP) — New Mexico's two U.S. senators have joined fellow Democrats and environmentalists in calling for the embattled chief of the Environmental Protection Agency to resign.

Sens. Tom Udall and Martin Heinrich issued statements Thursday, taking aim at Scott Pruitt's policy decisions and recent suggestions that he may have abused his power.

A review of Pruitt's ethical conduct by White House officials is underway. Other probes are being conducted by congressional oversight committees and EPA's inspector general regarding spending on luxury air travel and unusual security precautions.

Heinrich suggested that Pruitt has been plagued by conflicts of interest and that the agency needs a leader who bases decisions on the best available science.

Udall said he would introduce a resolution calling on Pruitt to resign.

## **The Hill**

<http://thehill.com/blogs/congress-blog/energy-environment/381966-for-breaching-public-trust-pruitt-must-go>

### **For breaching public trust, Pruitt must go (\*Op-Ed)**

By Collin O'Mara, 4/6/18, 1:30 PM

In our 82 year history, the National Wildlife Federation has only twice called for the resignation of a Cabinet official.

Today, the Federation calls upon President Donald Trump to dismiss EPA Administrator Scott Pruitt.

The last time the Federation called for such an action was 35 years ago, when we requested that President Ronald Reagan remove James Watt as the secretary of the Interior and Anne Gorsuch as administrator of the Environmental

Protection Agency. As a bipartisan, science-based, and collaborative organization that represents more than 6 million hunters, anglers, birders, campers, and gardeners, including millions of Republicans and millions of Democrats, this is not a decision that we come to lightly.

Since President Nixon established the EPA in 1970, we have had plenty of policy disagreements with political appointees of both parties. We have worked with Republicans and Democrats to achieve great victories for America's wildlife and natural resources and we've also lost our share of battles.

Over the past year, we have disagreed with Mr. Pruitt on numerous policy items: the Clean Water Rule, the Clean Power Plan, clean air standards, methane rules, toxic chemical standards, ethanol mandates, and most recently the fuel-economy standards. We have opposed the silencing of scientists and the public from decision-making processes and advocated for greater transparency. We have proudly stood shoulder-to-shoulder with the hard working women and men at the Agency to defend against draconian budget cuts proposed by the administration.

And while we may not like many of Mr. Pruitt's policy decisions, we also understand that he was appointed to enact the administration's policy. That is not why we believe it is time for his removal.

Mr. Pruitt's repeated ethical lapses in judgment undermine the credibility of the EPA and have rendered him unfit to serve. His displays of poor financial judgment are well-documented: lavish raises for political appointees, unprecedented security requirements, first-class flights, security phone booth, hiring individuals without relevant experience, etc.

But it is the pay-to-play culture with long-time lobbyist donors that most egregiously violates the public's trust. The astounding act of accepting subsidized housing from lobbyists who have matters pending before our EPA is unacceptable. Making an international trip at significant taxpayer expense to lobby a foreign government for policy changes that would only benefit one private industry is a breach of his public duty. Granting campaign donors undue access, influence, and favors represents the very worst of the swamp against which the president campaigned.

The EPA's mission is to protect human health and the environment. Mr. Pruitt's financial entanglements with lobbyists and his repeated indiscretions have disqualified him from being able to fulfill the Agency's mission. The American people simply cannot have confidence that he will act in the best interest of the nation.

We respectfully request that Environmental Protection Agency Administrator Scott Pruitt resign or be removed from office.

*Collin O'Mara is the president and CEO of the National Wildlife Federation.*

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## **The Hill**

<http://thehill.com/homenews/house/381902-oversight-dem-calls-for-hearing-with-pruitt>

### **Oversight Dem calls for hearing with Pruitt**

By John Bowden, 4/5/18, 7:18 PM

The ranking Democrat on the House Oversight and Government Reform Committee called for a hearing with Environmental Protection Agency (EPA) administrator Scott Pruitt on Thursday over a series of damaging stories surrounding the Trump administration official.

Rep. Elijah Cummings (D-MD) sent a letter to committee chairman Rep. Trey Gowdy (R-S.C.), calling for the committee to investigate several of Pruitt's taxpayer-funded trips.

"In light of a string of very troubling new allegations, I request that the Oversight Committee hold a hearing next week with sworn testimony from Environmental Protection Agency Administrator Scott Pruitt and his top aides," Cummings wrote in his letter.

Cummings went on to accuse the EPA of stonewalling his attempts to ascertain the total cost of Pruitt's taxpayer-funded trips by not providing information about the officials traveling with the EPA chief.

"EPA did not produce any documents in response to the Committee's request to indicate how many other EPA employees traveled with Mr. Pruitt," Cummings wrote. "As a result, the Committee has been prevented from determining the full cost of these trips to the U.S. taxpayers."

The letter to Gowdy comes after Politico reported earlier Thursday that five top agency officials were demoted or reassigned by Pruitt after questioning his management style or spending habits.

Samantha Dravis, a close friend to Pruitt and the senior counsel and associate administrator in EPA's Office of Policy, resigned last week amid the mounting scandals surrounding her boss.

"She has been looking to leave for a while. A lot of people in the administration wanted her to stay for the year to put her time in but it's one drama after another. It's a shit show," a source close to Dravis said this week.

#### **Washington Post**

[https://www.washingtonpost.com/news/the-fix/wp/2018/04/06/did-scott-pruitt-falsely-deny-knowledge-of-his-aides-pay-raises-it-sure-looks-like-it/?utm\\_term=.041309084957](https://www.washingtonpost.com/news/the-fix/wp/2018/04/06/did-scott-pruitt-falsely-deny-knowledge-of-his-aides-pay-raises-it-sure-looks-like-it/?utm_term=.041309084957)

#### **Did Scott Pruitt falsely deny knowledge of his aides' pay raises?**

By Aaron Blake, 4/6/18, 8:09 AM

Things have gone from bad to worse to even worse for Environmental Protection Agency Administrator Scott Pruitt.

A new Washington Post report cites two sources suggesting Pruitt just gave an at-best-misleading denial of his role in granting two aides raises. Those raises had been flagged because they were rejected by the White House but were then granted using an obscure provision in the Safe Drinking Water Act.

This comes along with questions about Pruitt's use of first-class travel, his handling of other EPA staff and Pruitt's renting of a Capitol Hill condo for \$50 a night. The Post story quotes a senior EPA ethics lawyer as saying she was effectively forced into a cursory and incomplete review of Pruitt's condo lease with the wife of a lobbyist — "What they gave me was not the full picture," she said bluntly.

The Post report, published online Thursday night, also cites two EPA officials who say Pruitt endorsed granting substantial raises to senior counsel Sarah Greenwalt and scheduling and advance director Millan Hupp, though they say he did not carry out the pay raise himself.

That's certainly different from what Pruitt told Fox News's Ed Henry when he repeatedly suggested he had just found out about the situation and even said he didn't know who was responsible:

HENRY: Now if you're committed to the Trump agenda, why did you go around the president in the White House and give pay raises to two staffers?

PRUITT: I did not — my staff did and I found out about that yesterday, and I changed it. That [Presidential Personnel Office] process should have been respected, and I issued a statement yesterday walking back those pay raises that should not have been —

HENRY: Should somebody be fired for that?

PRUITT: — should not have been done.

HENRY: Who did it?

PRUITT: And maybe — there will be some accountability for that.

HENRY: A career person or a political person?

PRUITT: I don't know, I don't know.

HENRY: You don't know.

PRUITT: I don't —

HENRY: You don't know — you don't know who did it?

PRUITT: I found out about this yesterday, and I corrected the action.

...

HENRY: And you didn't know that they got these large pay raises?

PRUITT: I did not know that they got the pay raises until yesterday.

...

PRUITT: I would say to you that I've said, unequivocally, that what's at place here should not have taken place —

HENRY: Okay.

PRUITT: And I learned about it yesterday. I did not know about the pay raise. I did not approve the process. The process was breached by individuals here at this agency. And there's going to be accountability there. Those individuals — that should not have happened. I can't say anything any clearer than that.

Indeed, it's hard for him to be clearer. Pruitt clearly leaves the impression that he knew nothing about this situation. That's pretty difficult to square with what EPA officials and a White House official told The Post — that Pruitt ordered the pay raises.

Pruitt may soon argue that while he ordered the raises, he didn't sign off on the method by which they were awarded. Perhaps he'll say he didn't know that, when they were rejected by the White House's Presidential Personnel Office, EPA staff found a workaround using the Safe Drinking Water Act. "I did not approve the process" suggests how he might square his version with this new reporting.

But that doesn't explain everything. In his Fox interview, Pruitt paints a picture of almost complete ignorance. He says twice that he didn't even "know about the pay raises," but if he ordered it — even by another process and even if he didn't know they eventually went through — he would have technically had knowledge of the situation.

He also suggests that he doesn't even know who was responsible for the raises. But if he ordered the raises in the first place — even just through the regular process running through the White House — it would seem he would know who was responsible for trying to secure the raises.



Pruitt has some more explaining to do.

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## **CNN**

<https://www.cnn.com/2018/04/06/opinions/pruitts-view-on-lights-and-sirens-shows-us-his-character-campbell/index.html>

### **Pruitt's revealing view on lights and sirens (\*Op-Ed)**

By Josh Campbell, 4/6/18, 2:02 PM

There is precisely one specialty field in law enforcement that should command the immediate, unyielding and unquestioned respect of anyone focused enough to catch these unsung heroes in action.

Those who hold this job are not famous. Although they live in our neighborhoods, shop where we shop and dine where we dine, you would never recognize them on the street. Rather than seeking celebrity, they hide in plain sight, which is exactly how they want it.

These patriots do not hold high office, but instead are the men and women of protective security details throughout government who risk their lives every day to serve and protect those who control the levers of power.

This week we learned that one of those individuals in power, Environmental Protection Agency Administrator Scott Pruitt, who receives protection from armed security officers, reportedly retaliated against at least one of his security agents after being told it was against policy to activate their vehicle's emergency lights and siren so Pruitt could rush to the airport or to dinner at a Washington restaurant.

While halting traffic and blowing through intersections might be permissible for a head of state, a government official under threat or one facing an emergency situation, Pruitt apparently thought it OK to inconvenience motorists and pedestrians around him simply because he was running late.

Travel the streets of Washington or state capitals around the country and you are bound to see black armored SUVs and sedans ferrying government officials from home to work, to meetings of great import, or to airports and train stations as they travel to conduct official duties. Although the official being transported -- the "protectee" in security detail parlance -- may have different goals to accomplish at a given meeting or event, the mission of the security detail is always the same: to safeguard the protectee from harm and embarrassment.

With continually evolving threats from violent individuals and groups, the number of government officials receiving personal protection has increased as agencies have moved to create highly trained teams and units to secure their respective chief executives. Some of these executives receive 24-hour physical security, while others receive scaled-down versions based on the threat picture on any given day.

When I worked at the FBI as a staffer under former Directors James Comey and Robert Mueller, I saw firsthand the incredible bond that forms between senior government officials and their security agents. The assigned protective team learns and adapts to the wishes and idiosyncrasies of the protectee, and the person being protected comes to understand and appreciate the gravity of being surrounded by a team of professionals whose job it is to sacrifice their own lives, if need be, to protect the official.

In Washington, there is an unfortunate phenomenon known as "earpiece envy," where being surrounded by armed security agents speaking into microphones attached to their shirt cuffs is something to be coveted as it bolsters an incredible sense of self-importance. With all the trappings of power, it can be easy for government leaders to start viewing their security bubble as less of a privilege and more as a commodity that exists to ensure their own personal contentment and comfort.

Reports that Pruitt took issue with a security agent who was simply following the rules demonstrates his outsized ego and is outrageous. That he would reportedly demote the agent shows us his character. (EPA official Ryan Jackson was quoted by CBS News, saying, "We have no knowledge of anyone being removed from the detail for not using lights and sirens.")

Most important to a security detail is not being liked by the boss, but, instead, receiving a clear indication that the government official being protected will respect the judgment of those security professionals who wake up each morning in the service of another, not knowing if today will be the day they step in harm's way to save their sole client.

To underscore the seriousness of the mission, watch closely next time you see a government leader getting into a vehicle and you'll notice that, incredibly, it is the job of one specific security agent to shield the protectee's body with his own as the door on the vehicle is closed, quite literally serving as the last line of defense from a potential assassin's bullet.

Officials such as Pruitt and those entrusted with serving in powerful positions that warrant personal protection must respect the decisions, wishes and sacrifices of those doing the protecting, and should start treating them like professionals rather than pawns.

## **CBS**

<https://www.cbsnews.com/news/scott-pruitt-asked-to-use-sirens-in-dc-traffic-and-was-told-no-for-non-emergency/>

### **Scott Pruitt asked to use sirens in D.C. traffic and was told no for non-emergency**

By Julianna Goldman, 4/5/18, 2:54 PM

Several weeks after taking the helm of the Environmental Protection Agency, Administrator Scott Pruitt was running late and stuck in Washington, D.C., traffic. Sources tell CBS News that he wanted to use his vehicle's lights and sirens to get to his official appointment, but the lead agent in charge of his security detail advised him that sirens were to be used only in emergencies.

Less than two weeks later that agent was removed from Pruitt's detail, reassigned to a new job within the EPA.

Special Agent Eric Weese, a 16-year veteran of the EPA, was replaced by Pasquale "Nino" Perotta. Perotta now leads Pruitt's unprecedented 24-hour Protective Service Detail, which determined that Pruitt needed to fly in first class because of "specific, ongoing threats associated with the Administrator's air travel." The security detail, "shifted his class based on certain security protocols that require him to be near the front of the plane," the EPA wrote in a letter last month.

Pruitt's lavish travel, which totals more than \$182,000, according to the Environmental Integrity Project, has included first class domestic and international flights for him and his security detail, private charters and a military jet. Reports on his expensive travel arrangements began a torrent of negative headlines over the past several months that peaked over the last week with stories examining his housing arrangements and very generous raises for two of his staffers. The bad publicity has cast an ethical cloud over the EPA administrator that's put him in danger of being the next casualty in the Trump Cabinet.

"I can't make any statements about the future of Scott Pruitt," White House spokesman Hogan Gidley told Fox News Thursday.

In a statement, EPA chief of staff Ryan Jackson told CBS News, "We have no knowledge of anyone being removed from the detail for not using lights and sirens." Asked why Weese was removed, an EPA spokesman said "We do not comment on personnel matters within EPA's protective service detail."

Recently however, two Democratic senators wrote a letter to the EPA asking, "Under what circumstances did the prior Special Agent in Charge leave?"

Sens. Sheldon Whitehouse and Tom Carper also said in the letter that they want to know why Perrotta and one of his business partners received an EPA security contract. Perrotta, they noted, citing the Associated Press, runs a side business called the Sequoia Security Group. His business partner, Edwin Steinmetz, who runs another security company, was awarded a \$3,000 contract to sweep Pruitt's office for bugs. "Two other contracts," both under the \$3,500 threshold for public reporting, "were given for the purchase of biometric locks."

"These facts raise questions about Mr. Perrotta's compliance with EPA regulations and concerns that he may have used his position at the agency to influence the award of EPA contracts to a person or company in which he has a financial interest," the Senators wrote.

Perrotta did not immediately respond to a request for comment.

Steinmetz told CBS News he can't confirm or deny any clients, but said, "We are under the required bid limit so they got a fantastic price. No one received a kickback for the service."

#### **Daily Caller**

<http://dailycaller.com/2018/04/05/epa-scott-pruitt-leaks-media/>

#### **Media Reports Suggest These Trump Officials Are Leaking Damaging Info On Scott Pruitt**

By Michael Bastasch, 4/5/18, 11:22 PM

A group of current and former officials in President Donald Trump's administration could be the sources of leaks regarding Environmental Protection Agency (EPA) Administrator Scott Pruitt, news reports suggest.

Pruitt came under fire, more recently, for stories leaked to reporters about the administrator renting a room from a D.C. lobbyist's wife, circumventing the White House to get close aides pay raises and, most recently, sidelining staffers who challenged him on running the agency. Multiple media reports suggest the leaks are coming from current and former Trump administration officials.

Former White House official Rob Porter is reportedly one of the leakers, sources told Inside EPA. The leaks were a "tit for tat" for EPA senior counsel Samantha Dravis telling White House counsel Don McGahn Porter assaulted his two ex-wives, one source said.

Dravis caught Porter with former White House aide Hope Hicks and kicked him out of the apartment they shared, a second source told Inside EPA. Porter was forced to resign in February and may have leaked information Dravis told him about Pruitt.

"Dravis likely did not intend to harm Pruitt when she shared information with Porter and that Porter's access to the information — including that he lived for a time last year in a below-market-rate, lobbyist-owned Capitol Hill townhouse — was due to their relationship," one source told Inside EPA.

Dravis resigned her position at EPA last week — the news of which broke March 29. Dravis had been considering leaving for some time, the former senior counsel's friend told The Hill, adding it's "one drama after another."

Porter, however, is just one suspected leaker. "Porter may not be the only source providing information about Pruitt's questionable behavior," an Inside EPA source also said. "There are EPA officials who have been treated badly by him who may also be leaking information."

Politico cited Wednesday an administration source supportive of Pruitt who claimed a “recently dismissed EPA political appointee is behind a string of controversial stories about Pruitt that have come to light in recent weeks.”

That staffer “would have had access to key details about Pruitt’s travel and living arrangements,” Politico reported. But the staffer in question “rejected the accusations when contacted by Politico.”

The New York Times published a detailed report on five EPA staffers who were reassigned or removed from their positions in 2017 — allegedly for questioning Pruitt. Only one of those staffers The Times mentioned, Kevin Chmielewski, was a political appointee.

Chmielewski “flagged some of his concerns about Mr. Pruitt directly to the White House’s presidential personnel office,” two officials told The Times. The report cites “current and former” administration officials, suggesting the leaks aren’t relegated to EPA.

Specifically, Chmielewski challenged Pruitt aides on a “\$100,000-a-month charter aircraft membership” and “\$70,000 to replace two desks in Mr. Pruitt’s office suite, including his personal desk and one at a security station outside his office,” NYT reported.

Security official Eric Weese “questioned Mr. Pruitt’s desire to use flashing lights and sirens in his motorcade” and was “reluctant” to sign-off on approvals for Pruitt to fly first class, three people, who worked “with or for” EPA, also told NYT.

CBS News first reported the siren incident on Thursday, which allegedly took place several weeks after Pruitt took office. CBS cited an unspecified number of anonymous sources.

“This is a group of disgruntled employees who have either been dismissed or reassigned,” EPA spokesman Jahan Wilcox said in an e-mailed statement.

Democrats and environmental activists are calling for Pruitt’s removal; but so far, Trump has publicly defended the former Oklahoma attorney general. Trump considered Pruitt for the U.S. Attorney General job, despite the ethics controversies, CNN reported.

“Scott’s doing a great job where he is,” Trump told reporters on Thursday.

## **The Hill**

<http://thehill.com/opinion/white-house/381937-swamp-king-trump-may-use-polluter-pruitt-to-fire-citizen-mueller>

### **'Swamp King Trump' may use 'Polluter Pruitt' to fire 'Citizen Mueller' (\*Op-Ed)**

By Brent Budowsky, 4/6/18, 10:45 AM

Since President Trump revels in the use of nicknames, it is time to warn the nation that it now appears the president, who should be nicknamed “Swamp King Trump,” has floated Scott Pruitt, who should be nicknamed “Polluter Pruitt,” to replace the attorney general that Trump nicknamed “Mr. Magoo” — Jeff Sessions.

Pruitt would then have the power to fire Robert Mueller, who should simply be referred to as “Citizen Mueller.” Trump denies he plans to replace Sessions with Pruitt, but many of his denials have been proven false in the past.

There are two critically important points to be made here. The first is that Swamp King Trump almost certainly intends to fire Citizen Mueller because he is terrified about what Mueller will soon do. The second is that Polluter Pruitt is one of the leading candidates for the dubious honor of being the worst official to serve in any administration in modern American history.

Warning to Republicans who support Swamp King Trump and Polluter Pruitt at all costs: You are now in danger of losing the midterm elections by margins that will be remembered for 100 years.

From the moment he became president until today, Swamp King Trump has waged the most aggressive attack against justice in America of any president in the history of the nation.

He has threatened, attacked, berated, insulted or fired a long list of officials at the Department of Justice (DOJ) and attempted to use the DOJ as a legal weapon against those he treats like political enemies. Even Richard Nixon never put American justice under such an aggressive and sustained attack.

Swamp King Trump is running a government that is a festival of greed, ethical failures and scandals that makes Hillary Clinton look like an angel by comparison. America's greatest presidents must be looking down from heaven with outrage and disgust.

Trump tries to govern like a king and runs his presidency like a swamp. The Swamp King ignores the advice of his lawyers so often that his legal team has been reduced to a shambles, and the leading lawyers of the nation refuse to defend him.

Almost every day brings new revelations of petty scandals engulfing a growing list of people he has named to high office.

Almost every day, Polluter Pruitt finds new ways to support the degradation of the land, the air and the waters of the nation. Almost every day brings new revelations of how Polluter Pruitt has polluted the integrity and honor of the Environmental Protection Agency.

While his policies pollute the wind, waters and air, his practices pollute the integrity, honor and effectiveness of the environmental agency that in earlier decades had received bipartisan support.

It is disgusting that Swamp King Trump praises the work of Polluter Pruitt. It is a threat to justice that Swamp King Trump, instead of removing Polluter Pruitt from office, could even consider making him the attorney general of the United States.

By contrast, Citizen Mueller is a patriot, a Marine, a legal scholar and a man of impeccable integrity, reputation, fairness and honor. Robert Mueller is a citizen in the highest and most noble traditions of citizenship in our nation and democracies around the world.

Of all the words that have ever been written anywhere in recent years, there are few I disagree with more vehemently than the words of anyone who suggests that Congress should not pass a bill to protect Citizen Mueller from being fired by Swamp King Trump.

If Trump fires Mueller, not only will the impeachment process begin immediately, but the House and Senate will pass a bill by veto-proof margins to continue the Mueller investigation.

Those who dare support the firing of Citizen Mueller by Swamp King Trump will be swept aside by voters after a midterm election that will be remembered for 100 years.

#### **Politico**

<https://www.politico.com/story/2018/04/06/pruitt-was-the-kato-kaelin-of-capitol-hill-505658>

#### **Lobbyist couple had to change the locks on Pruitt**

By Eliana Johnson, 4/6/18, 3:13 PM

Scott Pruitt was only supposed to be living in the Capitol Hill condominium that has become a focal point of his latest ethics controversy for six weeks last year, while he got settled in Washington.

But the new Environmental Protection Agency administrator didn't leave when his lease ended, instead asking the lobbyist couple who became his disgruntled landlords to revise his lease several times, according to two people with knowledge of the situation.

The couple, Vicki and Steve Hart, became so frustrated by their lingering tenant that they eventually pushed him out and changed their locks. After trying to nudge Pruitt out of their home over the course of several months, the Harts finally told Pruitt in July that they had plans to rent his room to another tenant.

"The original arrangement was that he would be there living out of a suitcase ... and it just kept going and going," said one of the people with knowledge of the arrangement.

The condo, in which Pruitt rented a bedroom for \$50 a night, has attracted the attention of the EPA's inspector general, which said Thursday it was considering opening an investigation, alongside already-existing reviews of Pruitt's taxpayer-funded first-class travel, his use of a special hiring authority to grant raises to aides and his spending on a soundproof phone booth for his office.

The president has dismissed two Cabinet secretaries in recent weeks — his former secretary of state, Rex Tillerson, and his former secretary of Veterans Affairs, David Shulkin — as well as a senior White House adviser, national security adviser H.R. McMaster, making Pruitt the latest in a series of top Trump officials who now risks losing his job.

The president denied in a tweet Friday that he had plans to get rid of him: "Do you believe that the Fake News Media is pushing hard on a story that I am going to replace A.G. Jeff Sessions with EPA Chief Scott Pruitt, who is doing a great job but is TOTALLY under siege? Do people really believe this stuff? So much of the media is dishonest and corrupt!"

The former Oklahoma attorney general, who has played an integral role in Trump's efforts to slash federal regulations, is a favorite of some of Trump's conservative backers, who have encouraged the president to keep him, while chief of staff John Kelly has encouraged Trump to let him go.

Pruitt has been the target of a number of damaging media reports this week, including one Thursday from The New York Times that detailed how at least five EPA officials were pushed out of their jobs or resigned after questioning the EPA chief's expensive spending habits.

Both people familiar with the condo arrangement described Pruitt as a difficult tenant who, intoxicated by his newfound power, paid little attention to the headaches he was causing others.

Prior to Pruitt's arrival in Washington, Steve Hart — an energy lobbyist who, like Pruitt, is a native Oklahoman — had been a friend and supporter of the EPA administrator's. He and his wife, a health care lobbyist, viewed the six-week living arrangement as a favor to a friend.

They drew up a lease running from February through April of 2017, said the people familiar, in order to make sure neither they nor Pruitt ran afoul of ethics rules, which prohibit political appointees from accepting gifts from lobbyists. Under the terms of that lease, Pruitt paid a cut-rate of \$50 per night to live in the Hart's condominium.

That favor turned into a headache for the couple when Pruitt repeatedly asked to extend his lease and the couple began to wonder if he would ever leave. "There were gentle questions regarding, ok, when are you going to leave and what have you...and they even started sending him ads of places close by that he could rent," said the first person.

"Scott Pruitt is the Kato Kaelin of Capitol Hill. He is the long-term houseguest who takes advantage of his hosts and refuses to take a hint about when it's time to leave," the second person said.

A spokesman for Pruitt did not immediately reply to a request for comment.

The Harts eventually told Pruitt, who had to be reminded repeatedly to pay his rent, that they had plans to rent the room to somebody else — and that he needed to find another place to live, according to the people familiar with events. They also informed him in early August that they were changing the locks on their door.

## **CNN**

<https://www.cnn.com/2018/04/05/politics/lobbyist-couple-fined-pruitt-rental/index.html?sr=twCNNp040518lobbyist-couple-fined-pruitt-rental1116PMStory&CNNPolitics=Tw>

### **Lobbyist couple cited by DC government for renting room to Pruitt**

By Gregory Wallace, 4/5/18, 11:29 PM

The lobbyist couple who leased a room to Environmental Protection Agency Administrator Scott Pruitt have been cited for not having the required license to rent the room, the District of Columbia government said Thursday.

The property owners do not hold the business license required to rent the property, the DC Department of Consumer and Regulatory Affairs said in a news release. The notice of infraction "carries a potential fine of \$2,034," according to the release.

Property records show the condo was bought by Vicki Hart, a health care lobbyist whose husband, Steven Hart, has lobbied the EPA.

A woman who answered Hart's phone on Thursday evening hung up when a CNN reporter identified himself.

Reports last week by ABC News and Bloomberg revealed Pruitt paid about \$6,100 over the course of a six-month lease last year. He paid \$50 per night, according to the reports, and paid only for the nights he used the condo.

Pruitt defended the lease in a Fox News interview on Wednesday, saying it was cleared by an EPA ethics official. But that official also said in a report obtained by CNN that he was not given all of the facts when making that determination.

## **E&E Climatewire**

<https://www.eenews.net/climatewire/stories/1060078323/search?keyword=EPA>

### **Barbara Boxer lived in Pruitt's condo building**

By Robin Bravender and Zack Colman, 4/6/18

Before a Washington, D.C., townhouse was at the heart of an ethics scandal threatening Scott Pruitt's career, it was the home of the Senate's most fervent environmentalist.

Former Sen. Barbara Boxer (D-Calif.) lived at 223 C St. NE from 1993 until 2002, according to public records. That's the address where the EPA administrator paid lobbyists \$50 per night to stay for part of last year. The cheap rent paid to a powerful energy lobbyist is one of the many scandals dogging Pruitt at the moment.

"I lived in that very building, which is prime real estate steps from the Senate buildings," Boxer said earlier this week during an interview with MSNBC.

Boxer, the former chairwoman of the Senate Environment and Public Works Committee, said of Pruitt's housing, "This is not a petty story, this is a full-blown scandal."

It costs "\$5,000 a month if you want to rent the place," she said. "And if you have a room reserved for you any time you want it, you're essentially living rent-free. I'm sure he had all his clothes there. The whole thing is outrageous. ... It would be outrageous even if the person had nothing to do with the business of the day that Scott Pruitt deals with all the time."

Boxer appears to have owned units in the building with her husband, Stewart, according to public records.

The building once housed another person with Trump administration ties — Rick Dearborn, the former White House deputy chief of staff for policy.

Records show that Dearborn lived in the home from 2012 until 2013 when he was chief of staff for then-Sen. Jeff Sessions (R-Ala.), who is now the attorney general.

Dearborn left the administration earlier this year. Attempts to contact him were unsuccessful.

## **Politico**

<https://www.politico.com/story/2018/04/05/scott-pruitt-condo-rental-504603>

### **Pruitt fell behind on payments for his \$50-a-night condo rental**

By Eliana Johnson and Andrew Restuccia, 4/5/18, 5:21 PM

Environmental Protection Agency chief Scott Pruitt was at times slow to pay the rent on his \$50-per-night lease in a Capitol Hill condo, according to two people with knowledge of the situation — forcing his lobbyist landlord to pester him for payment.

Pruitt's living arrangement is the latest ethical issue to come under scrutiny by the EPA's inspector general's office, which said Thursday it's considering opening an investigation into Pruitt's lease arrangement — a move that would add to reviews of Pruitt's taxpayer-funded first-class travel, his use of special hiring authority to grant raises to aides and his spending on a soundproof phone booth for his office.

The EPA head was renting the condo from health care lobbyist Vicki Hart, whose husband, J. Steven Hart, is an energy lobbyist.

The cavalcade of problems has raised questions about Pruitt's future in the Trump administration.

Though President Donald Trump told reporters "I do, I do," when asked Thursday whether he had confidence in Pruitt, an administration official said the president has begun asking friends and advisers what he should do about the EPA chief.

On his way back from an event in West Virginia, Trump said he was considering how to respond to reports about Pruitt's activities. "I have to look at them," Trump said. "I'll make that determination."

But the president said repeatedly that he thinks Pruitt has done "a fantastic job."

"I think he's a fantastic person," Trump added. "I just left coal and energy country. They love Scott Pruitt. They feel very strongly about Scott Pruitt, and they love Scott Pruitt."

Trump's conservative outside advisers have been mounting a defense of the EPA chief, urging the president not to succumb to what they argue is an unfair pile-on by the media.



White House officials, conscious of how quickly the president's mind can change about defending or dismissing top advisers, have avoided publicly making any definitive statements about how long Pruitt will remain in his job. "I can't speak to the future of Scott Pruitt," White House spokesman Hogan Gidley said Thursday. "If the president has confidence in somebody, they stay."

But behind the scenes, White House officials are frustrated with the way Pruitt has handled the crisis. While in many cases, the president has unilaterally dismissed Cabinet members and senior advisers against the advice of his top aides, Pruitt's situation is a rare instance in which the president has remained loyal longer than other members of the White House staff, who are eager to see Pruitt gone.

West Wing frustration with Pruitt spiked after a Fox News interview on Wednesday that one White House official called a "disaster."

Trump, who watched the interview, was said to be unhappy with Pruitt's performance, the aide said, adding that the EPA chief appeared to be unprepared for tough questions from Fox News correspondent Ed Henry.

Pruitt, for his part, has gotten conflicting messages from the White House.

During a phone call on Monday, Trump encouraged Pruitt to defend himself after the EPA chief complained that the press was out to get him, according to a person familiar with the conversation — which Pruitt interpreted as a green light from Trump to do a series of media interviews in a bid to tamp down the scandals engulfing him.

But Kelly and other White House officials have found Pruitt's efforts at a response to be lackluster and counterproductive. Kelly called Pruitt after Wednesday's Fox News interview to discourage him from doing more press.

In a separate phone call on Tuesday, Kelly pressed Pruitt about whether more damaging revelations were coming, the White House official confirmed. The Daily Beast first reported Kelly's comments. It is unclear how Pruitt responded, but the next day, The Atlantic broke the news that Pruitt circumvented the White House to grant raises to two employees.

And late Thursday, Pruitt faced a new batch of damaging reports, including one from The New York Times that detailed how at least five EPA officials were pushed out of their jobs or resigned after questioning the EPA chief's expensive spending habits.

Pruitt's lease agreement, first reported last week by Bloomberg News, has become a point of contention because political appointees sign an ethics pledge prohibiting them from accepting gifts from lobbyists — which would cover cut-rate lodging.

A lease agreement covering February through April 2017 indicated Pruitt's rent was "payable on the 1st day of each month, in installments of \$500 on March 1, 2017 and any remaining balance on April 1, 2017 based on days of actual occupancy," according to a memo obtained by the Campaign Legal Center.

Had Pruitt stayed in the condo every night in a given month, he would have owed \$1,500 — but canceled checks reviewed by Bloomberg show Pruitt made a payment of \$1,700 on Sept. 1, suggesting he eventually paid his back rent.

A spokesman for Pruitt declined to comment.

The uncertainty about Pruitt's fate comes in the wake of Trump's successive dismissals last month of Secretary of State Rex Tillerson, national security adviser H.R. McMaster and Veterans Affairs secretary David Shulkin.

His situation may more closely resemble that of former "Apprentice" contestant Omarosa Manigault, who was fired in December of last year despite the president's initial objections after Kelly convinced him that her abuse of a White House car service, among other things, was a scandal in the making.

Pruitt was among a handful of Cabinet-level officials slapped on the wrist last month by Kelly, who called him into the White House to drill home the notion that — legality aside — “optics matter.” CNN first reported on the meeting.

Pruitt has made clear he wants to keep fighting. He pushed back on allegations in the interview with Fox News on Wednesday. In the interview, Pruitt described his housing arrangement as “an Airbnb situation” and said EPA ethics officials had signed off on it.

An EPA ethics official clarified later Wednesday that he had concluded only that the \$50-per-night lease did not constitute an improper gift but did not investigate whether Pruitt’s arrangement ran afoul of other ethics rules.

Asked by Fox whether renting a room from a Washington lobbyist was inconsistent with Trump’s promise to drain the swamp, Pruitt replied: “I don’t even think that that’s even remotely fair to ask that question.”

## **New York Times**

<https://www.nytimes.com/2018/04/05/business/epa-officials-questioned-scott-pruitt.html>

### **Job Changes for E.P.A. Officials Who Questioned Scott Pruitt**

By Eric Lipton, Kenneth P. Vogel, and Lisa Friedman, 4/5/18

WASHINGTON — At least five officials at the Environmental Protection Agency, four of them high-ranking, were reassigned or demoted, or requested new jobs in the past year after they raised concerns about the spending and management of the agency’s administrator, Scott Pruitt.

The concerns included unusually large spending on office furniture and first-class travel, as well as certain demands by Mr. Pruitt for security coverage, such as requests for a bulletproof vehicle and an expanded 20-person protective detail, according to people who worked for or with the E.P.A. and have direct knowledge of the situation.

Mr. Pruitt bristled when the officials — four career E.P.A. employees and one Trump administration political appointee — confronted him, the people said.

The political appointee, Kevin Chmielewski, was placed on administrative leave without pay, according to two of the people with knowledge of the situation. Mr. Chmielewski was among the first employees of Donald J. Trump’s presidential campaign, serving as a senior advance official. The two people, who are administration officials, said that Mr. Chmielewski flagged some of his concerns about Mr. Pruitt directly to the White House’s presidential personnel office.

Two of the career officials, Reginald E. Allen and Eric Weese, were moved to jobs where they had less say in spending decisions and less interaction with Mr. Pruitt, the people said. A third career official, John E. Reeder, joined American University as a temporary “executive in residence” after being told by the E.P.A. to find a new job. And a John C. Martin, who served on the security detail, was also removed from the team and had his gun and badge taken away after raising concerns about how Mr. Pruitt’s security was being handled.

A sixth official, Mr. Pruitt’s chief of staff, Ryan Jackson, also raised questions about Mr. Pruitt’s spending, according to three E.P.A. officials. He remains in his job but is considering resigning, agency officials said. Mr. Jackson came to the agency from the office of Senator James M. Inhofe, Republican of Oklahoma, who like Mr. Pruitt had been a major critic of regulatory moves made under President Barack Obama, and is a prominent climate change skeptic.

Approval was required by the staff officials for certain of Mr. Pruitt’s expenditures, and Mr. Allen, Mr. Chmielewski, Mr. Jackson and Mr. Reeder at various points each voiced concerns to Mr. Pruitt directly about his spending, according to the two administration officials.

Neither Mr. Jackson nor any of the five officials who left or were removed after questioning Mr. Pruitt would comment when contacted by The New York Times. Before their reassignments or removals, Mr. Weese was the head of Mr. Pruitt's protective detail, and Mr. Reeder, Mr. Allen and Mr. Chmielewski each served as deputy chief of staff.

The White House declined to comment on Thursday, referring questions to the E.P.A., though Mr. Trump, as he boarded Air Force One, said he had confidence in Mr. Pruitt.

The E.P.A. challenged the assertion that the reassignments were related to objections to spending and other management issues. "We dispute the veracity of the accusations," said Jahan Wilcox, a spokesman for the agency.

The staff tumult comes to light as Mr. Pruitt's stewardship of the agency is under mounting scrutiny. He is the subject of an investigation by the E.P.A.'s inspector general, who is examining some of the spending and security issues. And though President Trump has tweeted some laudatory comments about Mr. Pruitt, the White House confirmed on Wednesday that it was conducting its own examination.

"We're reviewing the situation," Sarah Huckabee Sanders, the White House press secretary, said. "When we have had a chance to have a deeper dive on it, we'll let you know the outcomes of that. But we're currently reviewing that here at the White House."

Several current and former E.P.A. employees said morale at the agency had suffered as they watched the friction play out between Mr. Pruitt and the officials. Christopher Zarba, a career E.P.A. employee who retired in February after leading the agency's scientific advisory boards, said it was well known in the office that Mr. Allen had been sidelined for challenging Mr. Pruitt.

"Brilliant, a natural leader, an off-the-charts-talented guy," Mr. Zarba said of Mr. Allen. "He had to push back on Pruitt on some of the trip and office modification expenses to keep everything legal, and we speculated he might have been removed for that reason."

A senior political appointee, who came to the agency with the Trump administration and works on policy issues, offered a defense of Mr. Chmielewski: "Kevin is one of the most upstanding public servants and nicest all-around people. Just because he stood up to what was clearly a bad idea, they are trying to sabotage the poor guy's reputation."

Mr. Pruitt declined to be interviewed for this article, but he has spoken with conservative media organizations. In those interviews, he has cried foul about a flurry of media reports about his regular first-class travel, his use of an obscure administrative provision to increase the salaries of two favored aides (over White House objections) and his below-market rental agreement for accommodations in Washington with an energy lobbyist whose clients won favorable treatment from the E.P.A.

The disclosures, he has suggested, were the handiwork of critics who were resorting to personal attacks to derail the deregulatory agenda being pursued by his agency and the Trump administration. Since taking the administrator's job in February 2017, Mr. Pruitt has advanced one of the administration's most aggressive regulatory rollbacks, including regulations intended to tighten rules related to coal-burning power plants, oil and gas drilling, auto and truck air emissions, and pesticides.

Yet the revelations about his staff turnover, which have not been previously reported, demonstrate that concerns about his spending and leadership resonated within his own team well before they became the subject of media reports and investigations by the E.P.A. inspector general and the White House.

Agency records obtained through open-records requests show the critical role that Mr. Allen, Mr. Chmielewski and Mr. Reeder played in reviewing Mr. Pruitt's travel plans. In some instances, several agency officials said, pushback by the officials prevailed.

For instance, in a conversation with one of Mr. Pruitt's closest aides, Mr. Chmielewski sharply objected to a proposal to buy a \$100,000-a-month charter aircraft membership that would have allowed Mr. Pruitt to take unlimited private jet trips for official business, according to two administration officials. The membership was not purchased.

Mr. Chmielewski also objected to a proposal to spend about \$70,000 to replace two desks in Mr. Pruitt's office suite, including his personal desk and one at a security station outside his office. Asked about the proposed desk purchases, Mr. Wilcox, the E.P.A. spokesman, said that "the administrator never considered the proposal." Pasquale Perrotta, who became head of Mr. Pruitt's security detail after Mr. Weese was removed, insisted that the security desk be upgraded to a bulletproof model, according to current and former E.P.A. employees with direct knowledge of the discussions.

The bulletproof security desk was not purchased, but two new desks were ordered for Mr. Pruitt's personal office: a brown maple wood stand-up desk, with brass locks, that was purchased from a craftsman and an oversize desk with ornate woodworking that had been in a federal government warehouse in Virginia and was refurbished for Mr. Pruitt at a cost of \$2,075. E.P.A. employees gawked at the size and grandeur of Mr. Pruitt's refurbished desk, with some comparing it to the Resolute Desk in the Oval Office, officials said in interviews.

Still, Mr. Pruitt and his team obtained many of the perks he wanted. Staff members questioned, but nonetheless approved, frequent trips that routed Mr. Pruitt through hub airports that allowed him to spend weekends at his home in Oklahoma. The administrator also had charter flights approved after they were already taken, the public records show.

"This memorandum responds to your request for written approval for the Administrator and three EPA employees to use a charter service to fly from Denver to Durango, CO on August 4, 2017," read a memo written in late August, after the trip was completed. The approval covered a charter flight to tour the Gold King Mine near Silverton, Colo., after Mr. Pruitt's commercial flight to Denver was delayed. This 40-minute flight cost \$5,719, the records show.

Other memos released through the open-records law show that Mr. Allen handled requests for renovations to Mr. Pruitt's office. "I spoke to Gayle and we can proceed as it is not part of the \$5,000," read an email to Mr. Allen in April 2017, as staff members were being pressed to find a way to spend more on office renovations than was allowed under federal guidelines. In this case, the expenditure involved a biometric lock and was not counted against Mr. Pruitt's furniture budget. "Approved," Mr. Allen wrote back.

The documents do not reflect the behind-the-scenes friction between Mr. Pruitt and the senior officials, but several agency staff members said in interviews that they avoided putting objections into writing because they suspected there would ultimately be an investigation into the matters.

Mr. Weese, the security official, questioned Mr. Pruitt's desire to use flashing lights and sirens in his motorcade — a perk more commonly associated with the presidency — according to three of the people who worked with or for the E.P.A.

Mr. Pruitt, who often ran late, wanted to use the lights and sirens to expedite local trips in Washington to the airport or to dinner, including at least one trip to Le Diplomate, a trendy French restaurant that he frequented. Such use was not consistent with agency policy, but Mr. Weese was unsuccessful in stopping it.

The agency said Mr. Pruitt played no role in deciding when the sirens and lights would be used. "The security detail for the past 15 years has used them in very limited fashion," the Mr. Wilcox said.

Mr. Weese was also reluctant to sign off on requests for Mr. Pruitt to travel in first class based on security concerns. Mr. Allen, Mr. Chmielewski and Mr. Reeder, too, questioned the use of taxpayer money to pay for first-class airfare. Only after Mr. Weese was replaced by Mr. Perrotta did Mr. Pruitt regularly fly first class, agency staff members said.

There were also questions raised about a request that Mr. Pruitt be issued a bulletproof sport utility vehicle with so-called run flat tires, which keep a vehicle moving even when sustaining gunfire. And they challenged Mr. Pruitt's expanded security detail of approximately 20 members, three times the size of his predecessor's. Unlike his most recent

counterpart under Mr. Obama, Gina McCarthy, Mr. Pruitt has security officials follow him wherever he travels, and also stay on duty overnight.

“He wanted to be treated like he was the president,” said David Schnare, a prominent conservative lawyer and climate change skeptic, who served on the Trump administration transition team at the E.P.A., after an earlier 30-year stint at the agency that started in the late 1970s.

Mr. Wilcox, the agency spokesman, said the larger security team was justified, given threats against Mr. Pruitt. “They run the variety of direct death threats — ‘I’m going to put a bullet in your brain’ — to implied threats — ‘If you don’t classify this particular chemical in this particular way, I’m going to hurt you.’”

There was a particularly intense dispute over a request to construct a special security booth in Mr. Pruitt’s office so he could have confidential conversations without being overheard by career agency employees, according to interviews and public documents first reported by The Washington Post.

Mr. Chmielewski suggested converting a broom closet at a cost of about \$10,000, one person who worked with the agency said. But Mr. Perrotta wanted a special chamber with sound-dampening privacy products and ceiling baffles that would prevent anyone from intercepting voice or data transmissions. The documents show that the final cost of the new chamber was close to \$43,000.

Mr. Perrotta also remains an executive at a private security firm, Sequoia Security Group, which separately received a contract from the E.P.A. to conduct a security sweep of Mr. Pruitt’s office, a deal that is also now the subject of an investigation by the agency’s inspector general. He did not respond to a request for comment.

The various challenges to Mr. Pruitt’s spending and security priorities did not sit well with him, according to the people who worked with or for the E.P.A., and soon the offending aides were removed.

Mr. Allen, a decorated 30-year retired Army officer, was transferred to a different office within the E.P.A., where he mostly works alone, according to two agency officials, one of whom described the setup as “an unmarked grave.”

Mr. Weese was transferred from the security detail to a more general position in the agency’s criminal investigation division.

Mr. Reeder remains an employee of the E.P.A. while on temporary leave to work at American University. He has been a senior executive at the agency since early in President George W. Bush’s presidency, but left for American University after many of his responsibilities were taken away from him.

Mr. Martin, who served on Mr. Pruitt’s security detail, raised concerns about Mr. Perrotta and matters related to Mr. Pruitt’s security arrangements, such as the soundproof booth. He was then told he could no longer be part of the security detail, which he been a part-time member of for more than a decade, according to two people with knowledge of the events. Mr. Martin then became the target of an inquiry by the agency’s inspector general, which ultimately cleared him of wrongdoing, according to documents reviewed by The Times.

The removal of Mr. Chmielewski, the former Trump campaign official, proved more complicated.

As a presidential appointee, Mr. Chmielewski was classified as a member of the senior executive service pay system, and remained in close contact with top aides to both Mr. Trump and Vice President Pence.

Even while at the E.P.A., Mr. Chmielewski helped facilitate trips for Mr. Pence and sometimes traveled with him. And he had a personal connection with Mr. Trump, who had called him to the podium during a campaign rally in April 2016 in Maryland, where Mr. Chmielewski grew up.

“Where the hell is Kevin?” Mr. Trump said at the event. “He’s a star. Where is Kevin? Get Kevin up here.”

Some internal agency memos detailing Mr. Pruitt's travel plans list Mr. Chmielewski as the coordinator, and as the senior political appointee, he had to ensure that they were properly authorized. Privately, he urged Mr. Pruitt to rein in his spending, initially in person, and then through intermediaries when he got frozen out, according to the two administration officials.

When Mr. Chmielewski returned from a trip to Asia with Mr. Pence in February, he was asked to resign and turn in his credentials. Mr. Pruitt's aides informed the White House that they were dissatisfied with Mr. Chmielewski's unresponsiveness during his travels, including a time when he could not be reached in Hawaii, where he was preparing for a visit by Mr. Pence.

An anonymous complaint filed with the E.P.A.'s inspector general alleged that Mr. Chmielewski could not get the appropriate level of security clearance for his duties because of various indiscretions. After a brief investigation, the inspector general dismissed all the allegations in the complaint as unfounded, according to documents reviewed by The Times.

Mr. Chmielewski told associates that he believed the complaints were an effort by Mr. Perrotta and others to discredit him.

Separately, Mr. Chmielewski also has been the subject of allegations that he was the source of leaks about Mr. Pruitt, and also that he was staying free in the same Capitol Hill home where Corey Lewandowski, Mr. Trump's first campaign manager, lives. Someone familiar with the arrangement acknowledged that Mr. Chmielewski, a longtime friend of Mr. Lewandowski, had slept at the home, but said it was only one night and on a couch.

The crescendo of criticism of Mr. Pruitt has rallied his defenders, including the Tea Party Patriots and the Heritage Foundation, who in recent days have blasted out endorsements of his management of the agency on social media and in opinion columns. It has also empowered his critics, even from within his own Republican Party.

William K. Reilly, who led the E.P.A. under President George Bush, called Mr. Pruitt a "third-rate ideologue" and said he was aware of staff members who had been sidelined at the agency for raising questions about Mr. Pruitt's spending.

"I think he's well beyond his sell-by date," Mr. Reilly said. "Any administration but this one would have discharged him long ago."

#### **E&E Greenwire**

<https://www.eenews.net/greenwire/stories/1060078391/search?keyword=EPA>

#### **'It has been a breathtaking week'**

By Kevin Bogardus, 4/6/18

Allegations of ethical missteps have piled up for U.S. EPA Administrator Scott Pruitt as he campaigned to keep his job this week.

Questions have swirled about whether Pruitt will resign or be fired by President Trump after fresh charges of exorbitant spending and misuse of his Cabinet-level position have mounted almost by the hour. The New York Times reported yesterday a litany of Pruitt spending proposals — \$70,000 to replace two desks, a \$100,000-per-month charter jet agreement, a bulletproof sport utility vehicle, first-class travel and expanded security — that ran into objections from top EPA officials, who were then reassigned or demoted.

Asked for a response, EPA spokesman Jahan Wilcox noted that some of the proposals never came to fruition. He also said the agency disputed the allegations' truthfulness and cast doubt on the senior employees who raised questions about Pruitt's spending requests.

"This is a group of disgruntled employees who have either been dismissed or reassigned," Wilcox said.

The EPA chief has had his own missteps with the media this week.

In a Fox News interview, he pushed back on reports that he authorized pay raises for two aides under a unique hiring provision under the Safe Drinking Water Act despite White House wishes that he not do so. The Washington Post later reported that Pruitt had in fact endorsed the pay raise idea, although he hadn't implemented it himself.

Wilcox said Pruitt doesn't know the details of staff salary nor does he make those kinds of personnel actions.

"It was entirely true what he said. He was not aware the raises had transpired nor the means by which they transpired," Wilcox said.

Policy chief Samantha Dravis, a longtime associate of Pruitt's who was one of his closest aides at EPA, has already resigned. His chief of staff, Ryan Jackson, has debated leaving the agency, too.

Wilcox said Jackson is committed to advancing Trump's agenda of "regulatory certainty and environmental stewardship" and continues to do so under Pruitt.

'We're shaking our heads'

Asked what the mood was like in EPA headquarters, one employee laughed.

"We're shaking our heads," the employee said. "I was staying up late last night watching the news. ... It has been a breathtaking week."

The employee — who served under Anne Gorsuch Burford, who resigned in disgrace — said the time under President Reagan's first EPA administrator was still tougher for EPA workers compared to the Pruitt era.

"It was worse under that, but this is the worst since then," said the employee.

Bob Sussman, a former deputy EPA administrator during the Clinton administration, drew comparisons to Gorsuch Burford when asked about Pruitt's tenure so far.

"We have a chaotic and extremely alarming situation at EPA. I think the institutional process at the agency is in meltdown," said Sussman, also a former senior policy adviser to EPA Administrator Lisa Jackson.

"I think EPA is struggling to keep employees on board and maintain public confidence," he said.

Pruitt's ethical troubles went into high gear beginning last week after there were reports of him leasing a Capitol Hill condo linked to a lobbyist whose firm reported lobbying EPA.

Posters of Pruitt popped up in Washington this morning, spotted by pedestrians and making their way onto social media. "Live luxuriously for cheap — just like Scott!" the posters say, with a picture of Pruitt. Also included are tear-off slips with the EPA press office's phone number.

The lobbyist tied to the condo — Steven Hart, chairman and CEO of Williams & Jensen PLLC — issued a new statement today. He rejected suggestions that his firm's clients had greater influence with EPA, and he also apologized to his wife, Vicki Hart, who co-owns the condo.

"As I have stated previously, the condominium is not owned by Williams & Jensen, its partners, or any other employees of the firm, and any suggestion that Administrator Pruitt's short-term rental of one of its bedrooms in 2017 resulted in undue influence for the firm or its clients with business before the EPA is simply false," Hart said.

"Finally, I apologize to my wife, Vicki, whose fantastic career is being maligned unnecessarily," he said.

Pruitt has pointed to a March 30 ethics memo, issued by career ethics officials, as clearance for his condo lease. But those same officials have now said they didn't have all of the relevant information when deciding the issue, resulting in a new clarifying memo stating that Pruitt's actions outside the lease were never considered, but rather just the lease itself.

Justina Fugh, EPA's senior counsel for ethics, was the first official to issue a statement on Pruitt's lease last week, calling it "a routine business transaction," followed later by the March 30 memo signed by her superior, Kevin Minoli, the agency's designated ethics official. In a statement to E&E News, Fugh said she was called in a movie theater the night the condo news broke.

"The federal ethics regulations provide that employees, in seeking ethics advice, make 'full disclosure of all relevant circumstances,'" Fugh said.

"The advice I gave on Thursday at the movie theater was based on specific facts provided to me," she said. "I am troubled to learn that those facts were not accurate. I was too credulous at the time."

Requests from Democratic lawmakers to investigate Pruitt's condo lease and other ethics allegations have stacked up at the EPA Office of Inspector General, which already has open audits of Pruitt's travel and security spending. A spokesman for the agency's internal watchdog confirmed to E&E News that it had received two new letters from Democrats yesterday.

"Both congressional requests are currently under review by the OIG," said EPA IG spokesman Jeff Lagda.

#### Trump offers support

President Trump took an unusual trip back to the press cabin of Air Force One yesterday. Asked for his thoughts on Pruitt's troubles, Trump offered support for the EPA chief.

"He's been very courageous. Hasn't been easy, but I think he's done an absolutely fantastic job. I think he'll be fine," Trump said.

Pruitt's condo lease has already come under White House review. The president added that he would look at the reports about Pruitt closely and said, "I'll make that determination." He also called Pruitt's Fox News appearance "an interesting interview."

Pruitt's conservative supporters have mounted a public campaign to keep Pruitt in office. They have argued that the EPA chief is Trump's most effective member of his Cabinet, leading to attacks from liberals who want to see him gone (see related story).

Groups like FreedomWorks and Tea Party Patriots have issued op-eds and press statements backing Pruitt and his deregulatory work at EPA.

E&E News also obtained a list of circulating talking points, touting the administrator's deregulatory accomplishments. They list a number of actions the administrator has taken to roll back Obama-era environmental regulations.

EPA press aides have gone on social media to keep up a drumbeat of support for Pruitt. They have tweeted out backing from conservative talk radio star Rush Limbaugh and columnists like Kimberley Strassel of The Wall Street Journal.



Meanwhile, Pruitt was in Kentucky yesterday for a meeting with state air regulators, as the press was notified that evening after the fact in an agency press release. The administrator was touting his agenda of "regulatory reform" at EPA — an agenda that Pruitt's supporters are telling Trump is why the president needs to keep his EPA chief.

EPA press officials didn't respond to a question from E&E News on where Pruitt was today.

## Reuters

<https://www.reuters.com/article/us-usa-epa-pruitt-industry/embattled-epa-chiefs-calendar-shows-industry-had-his-ear-idUSKCN1HD2G0>

### Embattled EPA chief's calendar shows industry had his ear

By Timothy Gardner and Richard Valdmanis, 4/6/18, 1:19 PM

WASHINGTON (Reuters) - U.S. Environmental Protection Agency head Scott Pruitt held 25-times more meetings with industry representatives than environmental advocates during his first seven months in office, according to a Reuters analysis of his schedule, reflecting the agency's pro-business approach under his tenure.

The newly released records, obtained by the Environmental Integrity Project watchdog group through a Freedom of Information Act request, come as the White House probes ethics allegations against Pruitt. These include his rental of a room in a Washington D.C. condo owned by the wife of an energy industry lobbyist.

Pruitt, a vocal doubter of mainstream climate change science, has also faced criticism for frequent first-class air travel, spending on costly items in his office, including a \$43,000 soundproof telephone booth, and for a trip to Morocco where he promoted U.S. exports of liquefied natural gas — something outside the remit of an environmental regulator.

President Donald Trump has praised Pruitt's work at the EPA for aggressively pursuing his agenda to roll back regulations he sees as unnecessary to pave the way for more oil, gas, and coal production and remove hurdles for a revival in domestic manufacturing. Trump on Thursday said Pruitt was doing a "fantastic job" and was well-loved in "coal and energy country."

According to the calendar, Pruitt met with representatives of the industries EPA regulates at least 105 times from Feb. 22 to Aug. 10, making up about 77 percent of his total meetings during that period.

About half of those industry meetings were with representatives of the oil, gas, coal and mining industries — including executives from companies like oil major BP, refining giant Valero Energy Corp, coal producer Murray Energy, and miner BHP Billiton, according to the records.

Most of the rest of the industry meetings were with representatives of agriculture, including farm groups like the National Cattlemen's Association, and biofuels producers like Growth Energy and POET, according to the records.

By contrast, Pruitt met only four times with environmental groups eager to see the EPA limit pollution from those industries - Trout Unlimited, the Center for Climate and Energy Solutions, a nonprofit association of state environmental agency leaders called ECOS, and the Alliance to Restore Our Waterways — according to the records.

Past EPA administrators have been criticized for spending too much time with environmental lobby groups, and too little with industry.

An EPA spokesman, Jahan Wilcox, did not immediately respond to a request for comment about the balance of Pruitt's meetings.

Liz Purchia Gannon, a spokeswoman for former EPA administrator Gina McCarthy, who served under President Barack Obama, said the ratio of Pruitt's industry to environmental group meetings was a contrast to the ratio of meetings McCarthy held. McCarthy met frequently with utility groups while the agency worked to form the Clean Power Plan, Obama's top proposal to curb greenhouse gas emissions, Gannon said.

"As head of EPA she always met with environmental and public health groups and industry and business leaders. She believed strongly in meeting regularly with all sides," said Gannon, who did not provide data on the meetings.

Pruitt also held a number of meetings with conservative policy think-tanks like the Heritage Foundation, and the Family Research Council, a religious group that argues that homosexual conduct is harmful to society, according to the records.

A portion of Pruitt's schedule covering his first few months in office had already been released by the EPA, but the latest batch covers the broadest period so far.

## **Reuters**

<https://www.reuters.com/article/us-usa-epa-apple/apple-says-repeal-of-epa-carbon-plan-would-threaten-investments-idUSKCN1HD20P>

### **Apple says repeal of EPA carbon plan would threaten investments**

By Timothy Gardner, 4/6/18, 10:34 AM

WASHINGTON (Reuters) - Apple Inc (AAPL.O) said on Friday it opposes any repeal by the U.S. Environmental Protection Agency of the Clean Power Plan, which is a priority of the agency's Administrator Scott Pruitt and would reverse an Obama-era program to curb greenhouse gases.

Repealing the plan would jeopardize the country's position in the race for investments in clean energy, particularly its competition with China, Apple said. It was the first public comment by a company on the proposed repeal of the plan, which has never been implemented because of legal challenges.

"Repealing the Clean Power Plan will subject consumers like Apple and our large manufacturing partners to increased investment uncertainty," the California-based company said in a filing to the agency.

Apple, which says it runs its U.S. operations fully on renewable energy such as wind and solar power, added that repeal of the plan would also threaten development and investments that have already been made in renewable power.

Lisa Jackson, who was the EPA's chief from 2009 to 2013 under former President Barack Obama, runs Apple's program to address climate change through renewable energy and energy efficiency.

The opposition from one of America's biggest and best known companies to Pruitt's planned repeal comes as the EPA head is battling allegations about his ethics, including that he leased a room in a Washington townhouse co-owned by the wife of energy industry lobbyist.

Pruitt proposed last October to repeal the Clean Power Plan, a set of standards for U.S. states intended to cut pollution from power plants, the largest emitters of greenhouse gases, by 32 percent below 2005 levels by 2030. In December, the EPA launched a comment period for a possible replacement of the plan.

Under Pruitt, the EPA has said the Clean Power Plan was illegal and exceeded the agency's statutory authority. The plan never went into effect after it was suspended by the DC Circuit Court of Appeals. The EPA has not indicated whether or when it would propose a new rule to regulate the emissions.

The proposed repeal is part of Trump's broader effort to support the coal, oil and natural gas industries and to boost exports of the resources to cut trade deficits.

EPA spokesman Jahan Wilcox said in a response to Apple's filing that the agency appreciates all public feedback and will be considering the comments as part of the rulemaking process.

### **New York Times**

<https://www.nytimes.com/2018/04/05/climate/trump-california-emissions.html?ref=collection%2Ftime%2FEnvironmental%20Protection%20Agency>

### **Quietly, Trump Officials and California Seek a Deal on Car Emissions**

By Hiroko Tabuchi, 4/5/18

Officials from the Trump administration and the State of California, who have been negotiating behind the scenes on car emissions standards, are expected to reopen talks that could preserve rules targeted by the Environmental Protection Agency for elimination, according to people briefed on the talks.

Scott Pruitt, the E.P.A. administrator, announced this week that his agency would start the process of rolling back the federal standards, which are aimed at cutting tailpipe emissions of carbon dioxide, a major contributor to global warming. He also demanded that California, which has vowed to stick to its own stricter standards, fall in line and follow Washington's lead.

That announcement raised the specter of a messy legal battle between the Trump administration and California, which has the legal authority to write its own air pollution rules and has threatened to sue to protect that authority.

Though California's authority is considered to be on solid legal footing, a protracted legal fight would raise the prospect of uncertainty and a domestic auto market split between the states that follow stricter emissions rules — California and 12 other coastal states that adhere to its standards — and the ones that would allow for dirtier cars.

Officials and former officials with direct knowledge of the talks declined to be identified for this article, citing the sensitivity of ongoing negotiations. An E.P.A. spokeswoman, Liz Bowman, confirmed that the agency had "an ongoing dialogue with California" on emissions standards but declined to discuss details. Stanley Young, a spokesman for the California Air Resources Board, the state's clean air regulator, declined to disclose the state of negotiations.

But privately, officials from the Trump administration and California, along with representatives of major automakers, are searching for a compromise that could save a uniform set of standards for the entire country, according to a half-dozen people briefed on recent communications among the parties. One person close to the Trump administration said he considered communications with California as "active and ongoing."

A proposal that remains on the table would keep the original fuel economy standards — put in place under President Barack Obama — through 2025, but allow automakers to exploit more generous loopholes to meet those standards, those people said. In exchange, the Trump administration would commit to honoring California's authority to set stricter standards through 2030, which could set the tone for federal standards for those five additional years.

But other proposals are possible, especially as the E.P.A., White House and National Highway Traffic Safety Administration start to better coordinate their strategies, something they have so far had trouble doing, according to people close to the negotiations.

People briefed on the matter said officials at the California Air Resources Board were amenable to the 2030 compromise, even as they coordinated with the state's attorney general, Xavier Becerra, who was preparing a legal challenge in case the talks collapsed.

Also amenable to compromise are some of the automakers, who favor a more moderate approach to a regulatory rollback than the one favored by Mr. Pruitt. But "automakers are in different positions" on how to proceed, said one person close to their thinking, with some companies more focused on rolling back the standards through 2025, and others more eager to have a broader discussion on a compromise with California and standards through 2030.

A person close to the Trump administration said White House officials were also pushing the E.P.A. toward a compromise with California. The White House, this person said, is more in tune with concerns from some automakers who feel that the rollbacks they lobbied for have triggered an overzealous response from the E.P.A., bringing the federal government to the brink of a battle with California that could throw the entire auto market into disarray.

Mr. Pruitt has been a wild card, eager to score a clear victory in dismantling environmental regulations. In one sign of his zeal — and his apparent disconnect with the position of the auto industry — he has openly described the planned rewriting of auto emissions standards as a "rollback," much to the chagrin of auto lobbyists who have long said that formulation does not accurately describe the changes they are seeking.

Big obstacles remain to reaching a compromise. California and E.P.A. officials have met at least three times in the last few months to discuss auto emissions regulations. The latest round of talks took place in California last week between Mary D. Nichols, chairwoman of the California Air Resources Board, and William Wehrum, the E.P.A.'s senior clean air adviser.

A person close to the California negotiators characterized the meeting as "highly non-substantive," even as he said a compromise remained possible when talks resumed. But a person close to the administration had a more positive take, calling the talks "productive."

The stakes are high. Introduced in 2012, the federal rules would require automakers to nearly double the average fuel economy of new cars and trucks to 54.5 miles per gallon by 2025. If fully implemented, they would cut oil consumption by about 12 billion barrels over the lifetime of all the cars affected by the regulations and reduce carbon dioxide pollution by about six billion tons, according to the E.P.A.'s projections.

"Clearly, the Trump administration has gained some political capital by looking really tough on this and proposing a reversal of the Obama-era standards," said Barry Rabe, a professor of public policy at the University of Michigan. "But the Trump administration has also gotten out beyond what the auto industry has wanted throughout, which is substantial flexibility in meeting these standards."

"They can now claim to have stood up to California, but they also realize they need to come back to the negotiating table," Mr. Rabe said. "It's clear legal and political combat with California would open up enormous uncertainty. So it sounds like a bit of dialing back."

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## Reuters

<https://www.reuters.com/article/us-usa-epa-methane/epa-sued-by-14-states-over-delay-in-methane-emission-standards-idUSKCN1HC2X9>

### EPA sued by 14 states over delay in methane emission standards

By Steve Gorman, 4/5/18, 6:29 PM

Fourteen states filed suit on Thursday accusing the U.S. Environmental Protection Agency of failing to issue regulations for curbing emissions of methane, a potent greenhouse pollutant, from existing oil and gas operations as required under the Clean Air Act.

The legal challenge, led by New York state, came nine months after a federal appeals court sided with environmental activists who sued to block the EPA from freezing enforcement of its own rules to control methane leaks from new or modified fossil fuel facilities.

In both instances, EPA chief Scott Pruitt has been accused of putting the interests of oil and gas companies ahead of the agency's obligation to protect air quality, including the control of heat-trapping pollutants that scientists blame for global climate change.

Pruitt, who was a leading EPA critic as attorney general of the oil-producing state of Oklahoma before beginning his tenure as head of the EPA, has said he does not believe greenhouse gas emissions are the principal driver of climate change.

As EPA administrator, Pruitt has moved to carry out U.S. President Donald Trump's campaign pledge to roll back or reconsider a slew of environmental protections deemed burdensome by the industry, including climate change regulations.

In March 2017 Trump signed an order to undo climate rules. And the EPA that month halted efforts to collect data from fossil fuel operations to prepare performance standards that states would have to follow in devising methane-control measures for existing wells, pipelines, storage tanks, pumping stations and other facilities.

It was EPA's "unreasonable delay" in developing those standards that Thursday's lawsuit, filed in U.S. District Court in Washington, cited as a Clean Air Act violation.

"The EPA has a clear legal duty to control methane pollution from oil and gas operations," New York Attorney General Eric Schneiderman said. "Its continued refusal to do so is not only illegal, but threatens our public health and environment."

The lawsuit prepared by his office was joined by California, and 12 other states including Illinois, Pennsylvania, New Mexico, Vermont and Iowa, as well as the District of Columbia and the city of Chicago.

Pruitt was named as the sole defendant in the complaint, which seeks a court order compelling the EPA to devise and issue the emissions standards in question.

An EPA spokeswoman said the agency does not comment on pending litigation.

Methane, the main component of commercially distributed natural gas, is also a byproduct of oil extraction. Pound for pound, it traps significantly more heat in the atmosphere than carbon dioxide, the most prevalent greenhouse gas, though its effects are shorter-lived.

The oil and gas industry accounts for nearly third of all U.S. methane emissions, according to an EPA report cited in the lawsuit. The overwhelming bulk of those emissions, equivalent to 328 million metric tons of carbon dioxide each year, come from facilities in existence prior to 2012, the complaint said.

The lawsuit cited an Environmental Defense Fund study that found the industry could cut methane emissions 40 percent below projected 2018 levels at an average annual cost of less than a penny per thousand cubic feet of natural gas produced. The study said that reduction could save the U.S. economy more than \$100 million a year.

**Politico**

<https://www.politicopro.com/agriculture/article/2018/04/pruitts-troubles-raise-scrutiny-on-wheeler-confirmation-463809>

**Pruitt's troubles raise scrutiny on Wheeler confirmation**

By Eric Wolff, 4/6/18, 2:55 PM

The growing controversy around EPA Administrator Scott Pruitt has prompted environmental groups to launch a last-minute bid to block the confirmation of a second-in-command for the agency.

Pruitt has been without a Senate-confirmed deputy since he became EPA administrator more than a year ago, and environmental activists are launching a push to keep it that way. The Senate is expected to vote as soon as next week on the nomination of Andrew Wheeler, a former coal lobbyist and congressional aide who was expected to be confirmed as Pruitt's deputy with little hassle. But green activists say that outcome is not necessarily assured.

"The dynamic around Andrew Wheeler has and should change with the heightened scrutiny of Scott Pruitt," said Sara Chieffo, vice president for government affairs for the League of Conservation Voters. "We think Andrew Wheeler should get a lot more scrutiny than he's gotten, because he would be in a position to lead the agency if Pruitt got fired."

For environmental and public health groups, the possible departure of Pruitt and the chance to sink Wheeler could be an opportunity to effectively decapitate an agency that has been reversing or slowing a wide swath of pollution regulations.

Both LCV and Sierra Club say they are calling on their members to pressure their senators to reject Wheeler's nomination, even as the groups try to determine exactly which senators might be vulnerable to more pressure. And they are ramping up their traditional lobbying efforts, emphasizing to senators that Wheeler may have his own ethical obstacles that were highlighted in a report that he held fundraisers for Environment and Public Works Chairman John Barrasso (R-Wyo.) and former Chairman Jim Inhofe (R-Okla.) in the months before his formal nomination.

Senate Majority Leader Mitch McConnell filed cloture on Wheeler's nomination before the spring recess, meaning he could receive a vote as soon as next week, when senators return to Washington. But McConnell has not yet scheduled a vote. Wheeler is fourth in a lineup of nominees awaiting the vote.

Pruitt, already on shaky ground with the White House after he was caught frequently flying first class, drew more criticism after news that he received below-market rents for a condo owned by a lobbyist, and that two staffers received hefty pay raises against the wishes of the White House. President Donald Trump praised Pruitt Thursday, saying he's "done a fantastic job," but the president acknowledged he had not read all the negative reports that have come out this week about his EPA chief.

Several of Trump's nominees for top environmental posts have withdrawn from consideration after it became clear that they would be unable to win confirmation from the Republican-controlled Senate. They include Kathleen Hartnett White, who dropped her bid to lead the Council on Environmental Quality following objections to her fringe views on climate change, and EPA chemical office nominee Michael Dourson, who ran into objections from Republicans facing drinking water contamination problems back home who worried he would be too friendly to industry.

Wheeler, who spent most of his career on Capitol Hill before heading to K Street, has not faced any public objections from Republicans, but the GOP's narrow 51-49 Senate majority combined with the prolonged absence of Sen. John McCain (R-Ariz.) leaves virtually no room to spare.

Compounding matters, Trump will have a hard time replacing Pruitt. A GOP leadership aide said Thursday that the Senate will not be able to confirm another conservative EPA administrator this year given the Senate's slim majority. And choosing a more moderate administrator could be equally challenging if the nominee fails to win over conservative senators.

With senators returning from a two-week break on Monday, assessing the vote has been difficult.

"Everyone's been out because of the holiday break," said John Coequyt, director of federal policy for the Sierra Club. "They left thinking that cloture had been filed and there was little doubt in people's minds about whether this former senate staffer was going to be concerned. I think they're coming back to a world in which Scott Pruitt is potentially going to have been fired before Wheeler has been confirmed. The stakes have changed."

When Pruitt was confirmed last year, Democrats Joe Manchin (W.Va.) and Heidi Heitkamp (N.D.) both supported his nomination, although Republican Susan Collins (Maine) opposed it. In November, Manchin, Heitkamp and Collins all opposed Bill Wehrum becoming EPA's air chief, and Wehrum was confirmed 49-47.

Since then, Democrats' ranks have grown with the addition of Alabama Sen. Doug Jones, who was endorsed by LCV and Environment America before narrowly winning his special election.

"Republicans have a much narrower margin, a world in which losing a single Republican and holding Democrats means nominees fail," Coequyt said.

And sources also say there's an outside chance of flipping retiring Sen. Jeff Flake (R-Ariz.), who made a speech last month declaring that climate change is real, and Utah Republican Sens. Mike Lee and Orrin Hatch, who may have parochial reasons to oppose the nomination. Wheeler began representing Murray Energy in the immediate aftermath of the collapse of Murray's Crandall Canyon mine in Utah, in which six miners and three rescue workers were killed. Aides to these senators did not return calls for comment.

If Pruitt leaves without Wheeler in place, Trump might have the opportunity to put a Senate-confirmed official from elsewhere in the federal government or lower on the EPA ladder in place atop the agency. That's what Trump has done by moving Undersecretary of Defense for Personnel and Readiness Robert Wilkie to run the Department of Veterans Affairs in an acting capacity, though that move has prompted legal challenges.

Failing that, the job of running the EPA would fall to the agency's general counsel, Matt Leopold, who has a deep background in Florida state government as well as six years with DOJ's Environment and Natural Resources Division. He was in private practice representing electric utilities when Trump tapped him to become EPA's top lawyer.

Acting officials have less authority to advance the president's agenda, and they don't often have the full confidence of the bureaucracy to make major moves. That can lead to a slowdown in the kind of deregulatory work Pruitt has been pushing.

Green groups have long opposed Wheeler, who worked for Inhofe on and off for 25 years before leaving in 2009 to become a lobbyist with clients like coal producer Murray Energy. They see him as likely to follow Pruitt's policy deregulatory lead, which they deplore.

"No matter what happens at the EPA, Trump has proven that he doesn't care about the health of our communities and our environment, so we will continue to be clear that we need an EPA administrator who can clean up the mess that Pruitt created and who actually believes in protecting the environment," Coequyt said.

Coequyt said that Wheeler got something of a free pass during his confirmation hearing before EPW when he was paired with Hartnett White, who had been up for head of the Council on Environmental Quality. White became the target of hostile questioning from Democrats, and she eventually withdrew.

But Wheeler advanced out of committee on a party-line vote, and he still has the support of Barrasso.

"Chairman Barrasso is very supportive of Andrew Wheeler's nomination to be the Deputy Administrator of the EPA and is working to get him confirmed," a committee spokesman said. "Cloture was filed on Mr. Wheeler's nomination before the recess. We look forward to a vote on his nomination as soon as next week."

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**Washington Post**

[https://www.washingtonpost.com/news/the-fix/wp/2018/04/06/fox-newss-power-over-trump-in-one-officials-words-he-will-listen-more-when-it-is-on-tv/?utm\\_term=.d869e9841838](https://www.washingtonpost.com/news/the-fix/wp/2018/04/06/fox-newss-power-over-trump-in-one-officials-words-he-will-listen-more-when-it-is-on-tv/?utm_term=.d869e9841838)

**Fox News's power over Trump, in one official's words: 'He will listen more when it is on TV'**

By Callum Borchers, 4/6/18, 10:55 AM

Embattled Environmental Protection Agency Administrator Scott Pruitt may have made some poor decisions about lodging and travel, but he also might have made a very smart one as he attempts to save his job: appearing on Fox News.

It is there, on the air of President Trump's favorite network, that Pruitt may have had his best opportunity to capture Trump's attention and win the president's favor.

A Thursday night report by The Washington Post's Josh Dawsey casts Fox News's influence over Trump in sharp relief:

Aides sometimes plot to have guests make points on Fox that they have been unable to get the president to agree to in person. "He will listen more when it is on TV," a senior administration official said.

"More."

That's a remarkable statement, yet it is totally consistent with observable trends. The president's musings on Twitter are often inspired by what he views on Fox News and sometimes translate into action. This week, for example, a "Fox & Friends" segment about immigration appeared to trigger a chain of events that began with furious tweets and culminated in a directive to guard the U.S.-Mexico border with National Guard troops.

Trump plucked his next national security adviser, former U.N. ambassador John Bolton, from Fox News. White House director of strategic communications Mercedes Schlapp is a former Fox News commentator. The No. 4 official at the State Department is now Heather Nauert, originally hired from "Fox & Friends" to be the department's spokeswoman.

Trump recently considered another "Fox & Friends" personality, Pete Hegseth, to lead the Department of Veterans Affairs and previously eyed Fox News hosts Laura Ingraham and Kimberly Guilfoyle as candidates for White House press secretary.

It has long been apparent that Fox News is a forum where hosts and guests can deliver messages to the president. He sometimes quotes and praises people he has seen on the network's shows and counts Fox News owner Rupert Murdoch and prime-time star Sean Hannity among his informal advisers. Trump dined with Hannity at Mar-a-Lago last Friday, and the two golfed on Saturday.

Still, an administration official's claim that Trump is more receptive to information he sees on TV than he is to material presented in person is a testament to how powerful Fox News has become.

The downside for Pruitt is that this week's appearance on Fox News did not go as well as he might have hoped. Interviewer Ed Henry reminded Pruitt — and perhaps a certain viewer in the Oval Office — that Pruitt once called Trump an "empty vessel." Pruitt also struggled to answer questions about his sweetheart deal to rent a room on Capitol Hill for just \$50 per night, prompting stern fact-checks by Henry, such as this one:

HENRY: You're renting it from the wife of a lobbyist.

PRUITT: Who has no business before this agency.



HENRY: Hold on a second. [The lobbyist, J. Steven] Hart is at Williams & Jensen — major lobbying firm. ExxonMobil is a client.

Pruitt was wise to make his case on Fox News. Whether he impressed Trump, who likely tuned in, is another matter, however.

## **BN**

[http://esweb.bna.com/eslw/display/no\\_alpha.adp?mode=si&frag\\_id=131277026&item=408&prod=deln&cat=AGENCY](http://esweb.bna.com/eslw/display/no_alpha.adp?mode=si&frag_id=131277026&item=408&prod=deln&cat=AGENCY)

### **Staff Shift in EPA's Chemicals Office Prior to Reorganization**

By Pat Rizzuto, 4/6/18

Senior officials in the EPA's chemicals office are moving to new positions this month, and the agency plans to hire replacements for the risk assessment and chemical control positions that will open up.

The Environmental Protection Agency announced six career senior staff job changes in an April 4 [internal memo](#) obtained by Bloomberg Environment. Of the six managers, all but one—Maria Doa, director of the Chemical Control Division—are remaining in the agency's chemicals bureau called the Office of Pollution Prevention and Toxics (OPPT). Three of the remaining five staff changes are promotions, at least temporary ones.

The changes mean that chemical manufacturers, environmental health groups, and other organizations will continue to meet and talk with the many people with whom they've long dealt. But, eventually OPPT will hire new individuals to manage the Chemical Control and Risk Assessment divisions, OPPT Director Jeffery Morris said in the memo.

The staff moves are taking place before the office's anticipated reorganization, Lynn Bergeson, managing partner of the Bergeson & Campbell, P.C., told Bloomberg Environment.

### **Reorganization on the Horizon**

The agency has not released details of the reorganization nor a timeline, but it is expected later this year, she said. Typically, reorganizations have to be negotiated with EPA's unions and follow federal personnel rules—which can take some time.

“That these moves occurred in advance of the reorganization suggests opportunities arose that could not wait,” Bergeson said by email.

Doa is headed to the agency's Office of Research and Development. She joins ORD's Office of Science Policy, which integrates scientific knowledge into regulatory and non-regulatory actions taken throughout the agency.

“Dr. Doa's technical expertise and visionary outlook will be put to good use,” Bergeson said.

Other changes make good use of career staffs' expertise, she said. The changes put individuals with many years of experience in roles where they can provide valuable insight if and when the reorganization takes place, she said.

“In short—all good, smart moves,” Bergeson said.

Types of changes the EPA has considered making include consolidating some of the seven OPPT divisions, and incorporating a “Lean Management System,” that helps monitor, evaluate, and assess the bureau's operations as it implements the Toxic Substances Control Act amendments of 2016.

Bloomberg Environment reached out to representatives from chemical companies, a trade group, and a lobbying organization but did not get immediate comment on the managerial changes. EPA also declined to comment.

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#### **E&E News PM**

<https://www.eenews.net/eenewspm/2018/04/05/stories/1060078293>

#### **Former water official accuses press shop of smear campaign**

By Ariel Wittenberg, 4/5/18

A former senior U.S. EPA official who accused the agency of abandoning science when she quit last year is now charging the agency with coordinating a smear campaign aimed at discrediting her and intimidating current employees.

Elizabeth "Betsy" Southerland worked for EPA for 30 years, most recently directing the Office of Water's Office of Science and Technology.

Upon leaving EPA in August, Southerland publicly released a fiery exit memo cited in multiple national media outlets saying the Trump administration's tenure at EPA had led to "the temporary triumph of myth over truth" (Greenwire, Aug. 1, 2017).

EPA's press office was swift to denounce Southerland at the time. Spokesman Jahan Wilcox told E&E News then, "It's hard to believe that Elizabeth Southerland is retiring because of a budget proposal and not because she's eligible for her government pension." Wilcox told other publications that Southerland had said she was retiring due to a family issue and that "despite the false outrage," she would receive a "six-figure taxpayer-funded pension."

The New York Times later reported that Southerland had been the target of research by a Republican public relations firm hired by the agency to weed out "resistance fighters" who worked there.

Now, with the help of Public Employees for Environmental Responsibility, Southerland is suing EPA for not yet responding to Freedom of Information Act requests for documents filed in October.

"In an effort to discredit me for speaking out and to intimidate current EPA employees, EPA may have provided my private employment information to media outlets and a political opposition research firm following my retirement," Southerland said in a statement. "It is disappointing that a career public servant could be treated with such malicious intent."

PEER also said in a press release that Wilcox's statement about Southerland's pension was "a falsehood repeated for weeks, despite Betsy correcting it."

"It is unfortunate that the EPA Office of Public Affairs has devolved into a tax-supported disinformation ministry, willing to smear even its most distinguished employees," said PEER general counsel Paula Dinerstein. "Belying its title, EPA's Office of Public Affairs snipes from the shadows and recoils from transparency like a bat from sunlight."

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#### **AP**

<https://apnews.com/9a3e3f6a82814ea5ae5a18295262f0cb/Connecticut-groups-planning-to-contest-NY-dredging-suit>

#### **Connecticut groups planning to contest NY dredging suit**

4/6/18

NEW LONDON, Conn. (AP) — U.S. Rep. Joe Courtney says he's working with a broad Connecticut coalition to contest a lawsuit filed by New York state opposing a federal plan to allow dredged sediments to be dumped into Long Island Sound.

The Democrat appeared Thursday with regional governmental and marine organizations, local businesses and state officials to announce plans to file a brief in support of the federal court case defending both the U.S. Environmental Protection Agency's plan and Connecticut's maritime interests.

Courtney says it's "difficult to overstate how important dredging and dredging disposal is" to the southeastern Connecticut maritime industry. Without it, he says everything from the U.S. Submarine Base to recreational boating would cease.

Democratic New York Gov. Mario Cuomo argues the dumping poses environmental dangers. The dump sites are technically in Connecticut waters.

Message

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**From:** DeLuca, Isabel [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=0B021C30CBEE4637A7C7CA683E5E044A-IDELUCA]  
**Sent:** 3/27/2018 7:08:39 PM  
**To:** Dominguez, Alexander [dominguez.alexander@epa.gov]  
**CC:** Millett, John [Millett.John@epa.gov]  
**Subject:** MTE comms  
**Attachments:** MTE Press Release\_Draft V2.docx; MTE - Reconsideration Roll Out Plan.docx

Hi Alex,

Just got a final, OTAQ-blessed version of the MTE comms materials. So, if you haven't started reviewing the versions I just sent, please use these instead!

Best,  
Isabel

Isabel DeLuca  
Office of Air and Radiation, US EPA  
(202) 343-9247

Message

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**From:** DeLuca, Isabel [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=0B021C30CBEE4637A7C7CA683E5E044A-IDELUCA]  
**Sent:** 3/27/2018 7:06:02 PM  
**To:** Millett, John [Millett.John@epa.gov]; Mylan, Christopher [Mylan.Christopher@epa.gov]  
**Subject:** RE: Passing the pen on the MTE Comms materials over to Ben

Will do, thanks.

---

**From:** Millett, John  
**Sent:** Tuesday, March 27, 2018 3:05 PM  
**To:** Mylan, Christopher <Mylan.Christopher@epa.gov>  
**Cc:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>  
**Subject:** RE: Passing the pen on the MTE Comms materials over to Ben

These all look fine. Thanks, Chris. Isabel, would you like to pass the updated rollout along to Alex?

---

**From:** Mylan, Christopher  
**Sent:** Tuesday, March 27, 2018 2:34 PM  
**To:** Millett, John <Millett.John@epa.gov>  
**Cc:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>  
**Subject:** RE: Passing the pen on the MTE Comms materials over to Ben

Hi John,

Here is the updated rollout and press release. If you could please use these versions for your review.

Also, I have not seen any other versions from Mandy or Bill. I believe the review has only been in OTAQ up to this point, but we are ready to pass it upward since Chris and Ben have reviewed these versions.

Thank you,

Christopher Mylan  
Communications Specialist  
Office of Transportation and Air Quality  
U.S. Environmental Protection Agency  
Phone: (202) 564-7411

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**From:** Millett, John  
**Sent:** Tuesday, March 27, 2018 12:01 PM  
**To:** Mylan, Christopher <Mylan.Christopher@epa.gov>  
**Cc:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>  
**Subject:** FW: Passing the pen on the MTE Comms materials over to Ben

Hi Chris – these were the latest I saw -- Erin passing off to Ben. Have they changed any since Friday?

I'm able to fire up the laptop for a few hours today, so I'm happy to review the latest and pass along to senior OAR for review.

Just want to make sure I have the latest, and if there have been any other transactions between Ben Mandy and Bill that I've missed.

---

**From:** Birgfeld, Erin

**Sent:** Friday, March 23, 2018 4:37 PM

**To:** Moran, Robin <[moran.robin@epa.gov](mailto:moran.robin@epa.gov)>; Lieske, Christopher <[lieske.christopher@epa.gov](mailto:lieske.christopher@epa.gov)>; Sutton, Tia <[sutton.tia@epa.gov](mailto:sutton.tia@epa.gov)>; Mylan, Christopher <[Mylan.Christopher@epa.gov](mailto:Mylan.Christopher@epa.gov)>; Alson, Jeff <[alson.jeff@epa.gov](mailto:alson.jeff@epa.gov)>

**Cc:** Burch, Julia <[Burch.Julia@epa.gov](mailto:Burch.Julia@epa.gov)>; Hengst, Benjamin <[Hengst.Benjamin@epa.gov](mailto:Hengst.Benjamin@epa.gov)>; Millett, John <[Millett.John@epa.gov](mailto:Millett.John@epa.gov)>

**Subject:** Passing the pen on the MTE Comms materials over to Ben

Hi MTE team,

Thanks for your input to the MTE comms information. In particular thanks to Chris L. for the Q and A document, and I have incorporated those into the general roll out document. As we know the final FR notice is still a moving target so these docs will need to be updated accordingly to track the changes. For now I'll pass the pen over to Ben H. who will shepherd the docs over the next week. The current docs are attached here.

Have a great week,  
Erin

Erin Birgfeld  
Communications Director  
Office of Transportation and Air Quality  
U.S. EPA

202-564-6741 (work)  
202-255-4434 (cell)

## Message

**From:** DeLuca, Isabel [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=0B021C30CBEE4637A7C7CA683E5E044A-IDELUCA]  
**Sent:** 3/27/2018 6:22:01 PM  
**To:** Mylan, Christopher [Mylan.Christopher@epa.gov]; Millett, John [Millett.John@epa.gov]  
**Subject:** RE: Passing the pen on the MTE Comms materials over to Ben

FYI, Alex Dominguez was asking to see a rough draft of our comms materials, so I forwarded him the 3/23 version with the caveat that OTAQ was still reviewing and may have edits. I will forward the latest rollout once you send it, but sounds like the PR is ok as is.

---

**From:** Mylan, Christopher  
**Sent:** Tuesday, March 27, 2018 2:20 PM  
**To:** Millett, John <Millett.John@epa.gov>  
**Cc:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>  
**Subject:** RE: Passing the pen on the MTE Comms materials over to Ben

Hi John,

Chris G just sent me a few edits to the rollout (none on the release). I will make them now and pass the updated Word versions to you shortly.

Also, that is the most updated release if you would like to start.

Thanks,

Christopher Mylan  
 Communications Specialist  
 Office of Transportation and Air Quality  
 U.S. Environmental Protection Agency  
 Phone: (202) 564-7411

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**From:** Millett, John  
**Sent:** Tuesday, March 27, 2018 12:01 PM  
**To:** Mylan, Christopher <Mylan.Christopher@epa.gov>  
**Cc:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>  
**Subject:** FW: Passing the pen on the MTE Comms materials over to Ben

Hi Chris – these were the latest I saw -- Erin passing off to Ben. Have they changed any since Friday?

I'm able to fire up the laptop for a few hours today, so I'm happy to review the latest and pass along to senior OAR for review.

Just want to make sure I have the latest, and if there have been any other transactions between Ben Mandy and Bill that I've missed.

---

**From:** Birgfeld, Erin  
**Sent:** Friday, March 23, 2018 4:37 PM  
**To:** Moran, Robin <moran.robin@epa.gov>; Lieske, Christopher <lieske.christopher@epa.gov>; Sutton, Tia <sutton.tia@epa.gov>; Mylan, Christopher <Mylan.Christopher@epa.gov>; Alson, Jeff <alson.jeff@epa.gov>  
**Cc:** Burch, Julia <Burch.Julia@epa.gov>; Hengst, Benjamin <Hengst.Benjamin@epa.gov>; Millett, John

[<Millett.John@epa.gov>](mailto:Millett.John@epa.gov)

**Subject:** Passing the pen on the MTE Comms materials over to Ben

Hi MTE team,

Thanks for your input to the MTE comms information. In particular thanks to Chris L. for the Q and A document, and I have incorporated those into the general roll out document. As we know the final FR notice is still a moving target so these docs will need to be updated accordingly to track the changes. For now I'll pass the pen over to Ben H. who will shepherd the docs over the next week. The current docs are attached here.

Have a great week,  
Erin

Erin Birgfeld  
Communications Director  
Office of Transportation and Air Quality  
U.S. EPA

202-564-6741 (work)  
202-255-4434 (cell)



Message

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**From:** DeLuca, Isabel [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=0B021C30CBEE4637A7C7CA683E5E044A-IDELUCA]  
**Sent:** 3/27/2018 4:59:51 PM  
**To:** Dominguez, Alexander [dominguez.alexander@epa.gov]  
**Subject:** RE: MTE Rollout

Yes, this is definitely one that I think Clint and/or Mandy will want to provide input on the messaging. Thanks!

---

**From:** Dominguez, Alexander  
**Sent:** Tuesday, March 27, 2018 12:56 PM  
**To:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>  
**Subject:** RE: MTE Rollout

Clint just wanted me to ask (not sure on the details) so thank you very much!

---

**From:** DeLuca, Isabel  
**Sent:** Tuesday, March 27, 2018 12:54 PM  
**To:** Dominguez, Alexander <dominguez.alexander@epa.gov>  
**Subject:** RE: MTE Rollout

This is the latest draft I've seen. OTAQ may be making edits, but if you provide comments, we'll incorporate.

Thanks!

---

**From:** Dominguez, Alexander  
**Sent:** Tuesday, March 27, 2018 12:52 PM  
**To:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>  
**Subject:** MTE Rollout

Hey Isabel,

Are there any draft (however rough they may be) comms materials for the MTE you are able to share?

**Alex Dominguez**  
Policy Analyst to the Principal Deputy  
Office of Air and Radiation  
U.S. Environmental Protection Agency

Message

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**From:** DeLuca, Isabel [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=0B021C30CBEE4637A7C7CA683E5E044A-IDELUCA]  
**Sent:** 3/27/2018 4:54:05 PM  
**To:** Dominguez, Alexander [dominguez.alexander@epa.gov]  
**Subject:** RE: MTE Rollout  
**Attachments:** MTE - reconsideration roll out 3-23.docx; MTE Press Release Draft 3-23.docx

This is the latest draft I've seen. OTAQ may be making edits, but if you provide comments, we'll incorporate.

Thanks!

---

**From:** Dominguez, Alexander  
**Sent:** Tuesday, March 27, 2018 12:52 PM  
**To:** DeLuca, Isabel <DeLuca.Isabel@epa.gov>  
**Subject:** MTE Rollout

Hey Isabel,

Are there any draft (however rough they may be) comms materials for the MTE you are able to share?

**Alex Dominguez**  
Policy Analyst to the Principal Deputy  
Office of Air and Radiation  
U.S. Environmental Protection Agency

Message

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**From:** Jackson, Ryan [jackson.ryan@epa.gov]  
**Sent:** 4/2/2018 2:07:37 PM  
**To:** Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]  
**CC:** Wehrum, Bill [Wehrum.Bill@epa.gov]  
**Subject:** Re: MTE Call

Thanks.

Ryan Jackson  
Chief of Staff  
U.S. EPA  
202-564-6999

> On Apr 2, 2018, at 9:35 AM, Gunasekara, Mandy <Gunasekara.Mandy@epa.gov> wrote:

> **Ex. 5 - Deliberative Process**

> -----Original Message-----

> From: Jackson, Ryan  
> Sent: Monday, April 2, 2018 9:34 AM  
> To: Wehrum, Bill <Wehrum.Bill@epa.gov>  
> Cc: Gunasekara, Mandy <Gunasekara.Mandy@epa.gov>  
> Subject: Re: MTE Call

> **Ex. 5 - Deliberative Process**

> Ryan Jackson  
> Chief of Staff  
> U.S. EPA  
> 202-564-6999

>> On Apr 2, 2018, at 9:16 AM, Wehrum, Bill <Wehrum.Bill@epa.gov> wrote:

>> **Ex. 5 - Deliberative Process**

>> Bill Wehrum  
>> Assistant Administrator  
>> Office of Air and Radiation  
>> U.S. Environmental Protection Agency  
>> (202) 564-7404

## Message

**From:** Jackson, Ryan [jackson.ryan@epa.gov]  
**Sent:** 3/29/2018 8:35:36 PM  
**To:** Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]  
**CC:** Wehrum, Bill [Wehrum.Bill@epa.gov]  
**Subject:** RE: MTE Event Monday with POTUS

Ok.

---

**From:** Gunasekara, Mandy  
**Sent:** Thursday, March 29, 2018 4:34 PM  
**To:** Jackson, Ryan <jackson.ryan@epa.gov>  
**Cc:** Wehrum, Bill <Wehrum.Bill@epa.gov>  
**Subject:** Re: MTE Event Monday with POTUS

Ideally, but it likely will continue to go through some measure of review and will be teed up for signature on Monday.

Sent from my iPhone

On Mar 29, 2018, at 2:31 PM, Jackson, Ryan <jackson.ryan@epa.gov> wrote:

FYI. So signing tomorrow?

---

**From:** Ford, Hayley  
**Sent:** Thursday, March 29, 2018 2:46 PM  
**To:** Jackson, Ryan <jackson.ryan@epa.gov>  
**Subject:** FW: MTE Event Monday with POTUS

FYI – Lincoln is letting Pruitt know

***Hayley Ford***

Deputy White House Liaison and Personal Aide to the Administrator  
 Environmental Protection Agency  
[ford.hayley@epa.gov](mailto:ford.hayley@epa.gov)  
 Phone: 202-564-2022  
 Cell: 202-306-1296

---

**From:** Liddell, Christopher P. EOP/WHO  
**Sent:** Thursday, March 29, 2018 1:54 PM  
**To:** Ford, Hayley <ford.hayley@epa.gov>  
**Cc:** Jones-O'Brien, Quinn M. EOP/WHO; Moorhead, Quellie U. EOP/WHO; Ferguson, Lincoln <ferguson.lincoln@epa.gov>; McGinley, William J. EOP/WHO; Haidet, Michael B. EOP/WHO  
**Subject:** RE: MTE Event Monday with POTUS

**Ex. 6 - Personal Privacy**

**Ex. 6 - Personal Privacy**

**Ex. 6 - Personal Privacy**

**Ex. 6 - Personal Privacy**

We discussed this at the Chief of Staff scheduling meeting this morning , and unfortunately there is no time that works on Monday given the other POTUS commitments

You should proceed with your own event as desired/appropriate

Separately , I believe that Bill or Mike ( copied here) will be back to you with a positive result on the April 6<sup>th</sup> EO signing

Chris

---

**From:** Ford, Hayley [mailto:[ford.hayley@epa.gov](mailto:ford.hayley@epa.gov)]  
**Sent:** Wednesday, March 28, 2018 1:13 PM  
**To:** Liddell, Christopher P. EOP/WHO <[REDACTED]> **Ex. 6 - Personal Privacy**  
**Cc:** Jones-O'Brien, Quinn M. EOP/WHO <[REDACTED]> **Ex. 6 - Personal Privacy**; Moorhead, Quellie U. EOP/WHO <[REDACTED]> **Ex. 6 - Personal Privacy**; Ferguson, Lincoln <[ferguson.lincoln@epa.gov](mailto:ferguson.lincoln@epa.gov)>  
**Subject:** Re: MTE Event Monday with POTUS

## Ex. 5 - Deliberative Process

Sent from my iPhone

On Mar 28, 2018, at 11:00 AM, Liddell, Christopher P. EOP/WHO <[REDACTED]> **Ex. 6 - Personal Privacy** wrote:

Hi Hayley

I am running the traps on this here to see what we can do

Monday is a bad day given other events and may be impossible

## Ex. 5 - Deliberative Process

Chris

---

**From:** Ford, Hayley [mailto:[ford.hayley@epa.gov](mailto:ford.hayley@epa.gov)]  
**Sent:** Wednesday, March 28, 2018 11:59 AM  
**To:** Jones-O'Brien, Quinn M. EOP/WHO <[REDACTED]> **Ex. 6 - Personal Privacy**  
**Cc:** Jackson, Ryan <[jackson.ryan@epa.gov](mailto:jackson.ryan@epa.gov)>; Ferguson, Lincoln <[ferguson.lincoln@epa.gov](mailto:ferguson.lincoln@epa.gov)>  
**Subject:** Re: MTE Event Monday with POTUS

Quinn,

## Ex. 5 - Deliberative Process

Wanted you to have this info while discussing with the Chief. Just please keep a close hold on it.

Thanks!

The event will take place at the Pohanka auto group Chevy dealership in Chantilly, VA. Joining the administrator will be Peter Welch the CEO of the National Automotive Dealers Association, Mitch Bainwol the CEO of the Alliance of Automotive Manufacturers, and John Bozzella the CEO of the global automakers, Cody Lusk the CEO of American International Automobile Dealers, John O'Donnell the CEO of the Washington Area New Auto-dealers Association, and Ann Wilson a VP with the Motor Equipment Manufacturers Association.

10:30am Geoff Pohanka will introduce the Administrator. Geoff is a huge fan of this administration and could not be more excited about this announcement and is willing to do whatever it takes to make this event a success!

10:35 Administrator will make an announcement regarding MTE in the main showroom at the dealership. Or will highlight the president's announcement.

10:45 Mitch Bainwol, Peter Welch, and John Bozella will speak to how important this announcement is for both the auto manufacturers and the auto dealers

11:00am Take pictures with people in attendance (in attendance will be about 50-70 employees, technicians, and salesmen)

11:15 interview for the auto dealers internal publication.

11:30am Depart back to the office.

Location is 13915 Lee Jackson Memorial Hwy, Chantilly, VA, 20151.

Sent from my iPhone

On Mar 27, 2018, at 5:28 PM, Jones-O'Brien, Quinn M. EOP/WHO  
<[Quinn.M.Jones@who.eop.gov](mailto:Quinn.M.Jones@who.eop.gov)> wrote:

Thanks, Hayley. Will discuss with Chief tomorrow.

Sent from my iPhone

On Mar 27, 2018, at 6:18 PM, Ford, Hayley <[ford.hayley@epa.gov](mailto:ford.hayley@epa.gov)>  
wrote:

Quinn,

Per our conversation, wanted to send along details of the Administrator's call this afternoon with the President. The President requested that we hold an event at 1PM on Monday in the White House Diplomatic Room to announce our final MTE (mid-term evaluation) determination of GHG standards for light-duty vehicles. Our statutory deadline is April 1, but since this falls on a Sunday, we can hold the event Monday and have the President sign the final determination at the event. The President indicated he would like us to set this up and invite car companies.

As I mentioned on our call, we are also setting up an event for the Administrator next Tuesday to celebrate this decision in Northern VA at a car dealership.

We were hoping to coordinate setting this event up and receive guidance on whether we should invite outside attendees or if the White House would prefer to do that. We didn't want to get ahead of the Chief's office. Let us know what the Chief says and how we should proceed.

Thank you!

***Hayley Ford***

Deputy White House Liaison and Personal Aide to the  
Administrator

Environmental Protection Agency

[ford.hayley@epa.gov](mailto:ford.hayley@epa.gov)

Phone: 202-564-2022

Cell: 202-306-1296

## Message

**From:** Jackson, Ryan [jackson.ryan@epa.gov]  
**Sent:** 3/29/2018 8:31:16 PM  
**To:** Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]; Wehrum, Bill [Wehrum.Bill@epa.gov]  
**Subject:** FW: MTE Event Monday with POTUS

FYI. So signing tomorrow?

**From:** Ford, Hayley  
**Sent:** Thursday, March 29, 2018 2:46 PM  
**To:** Jackson, Ryan <jackson.ryan@epa.gov>  
**Subject:** FW: MTE Event Monday with POTUS

FYI – Lincoln is letting Pruitt know

**Hayley Ford**

Deputy White House Liaison and Personal Aide to the Administrator  
 Environmental Protection Agency  
[ford.hayley@epa.gov](mailto:ford.hayley@epa.gov)  
 Phone: 202-564-2022  
 Cell: 202-306-1296

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**Sent:** Thursday, March 29, 2018 1:54 PM  
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**Cc:** Jones-O'Brien, Quinn M. EOP/WHO **Ex. 6 - Personal Privacy**; Moorhead, Quellie U. EOP/WHO  
**Ex. 6 - Personal Privacy**; Ferguson, Lincoln <[ferguson.lincoln@epa.gov](mailto:ferguson.lincoln@epa.gov)>; McGinley, William J. EOP/WHO  
**Ex. 6 - Personal Privacy**; Haidet, Michael B. EOP/WHO <**Ex. 6 - Personal Privacy**>  
**Subject:** RE: MTE Event Monday with POTUS

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Chris

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**Sent:** Wednesday, March 28, 2018 1:13 PM  
**To:** Liddell, Christopher P. EOP/WHO **Ex. 6 - Personal Privacy**  
**Cc:** Jones-O'Brien, Quinn M. EOP/WHO **Ex. 6 - Personal Privacy**; Moorhead, Quellie U. EOP/WHO  
**Ex. 6 - Personal Privacy**; Ferguson, Lincoln <[ferguson.lincoln@epa.gov](mailto:ferguson.lincoln@epa.gov)>  
**Subject:** Re: MTE Event Monday with POTUS

**Ex. 5 - Deliberative Process**



# Ex. 5 - Deliberative Process

Sent from my iPhone

On Mar 28, 2018, at 11:00 AM, Liddell, Christopher P. EOP/WHO <Ex. 6 - Personal Privacy> wrote:

Hi Hayley

I am running the traps on this here to see what we can do

Monday is a bad day given other events and may be impossible

What flexibility do you have timing ? could POTUS do a Wh event later in the week eg Wednesday as a follow up to the Administrator and/or could his event be deferred

Chris

---

**From:** Ford, Hayley [mailto:[ford.hayley@epa.gov](mailto:ford.hayley@epa.gov)]

**Sent:** Wednesday, March 28, 2018 11:59 AM

**To:** Jones-O'Brien, Quinn M. EOP/WHO <Ex. 6 - Personal Privacy>

**Cc:** Jackson, Ryan <[jackson.ryan@epa.gov](mailto:jackson.ryan@epa.gov)>; Ferguson, Lincoln <[ferguson.lincoln@epa.gov](mailto:ferguson.lincoln@epa.gov)>

**Subject:** Re: MTE Event Monday with POTUS

Quinn,

# Ex. 5 - Deliberative Process

Thanks!

The event will take place at the Pohanka auto group Chevy dealership in Chantilly, VA. Joining the administrator will be Peter Welch the CEO of the National Automotive Dealers Association, Mitch Bainwol the CEO of the Alliance of Automotive Manufacturers, and John Bozzella the CEO of the global automakers, Cody Lusk the CEO of American International Automobile Dealers, John O'Donnell the CEO of the Washington Area New Auto-dealers Association, and Ann Wilson a VP with the Motor Equipment Manufacturers Association.

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**Ex. 6 - Personal Privacy**

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Thank you!

***Hayley Ford***

Deputy White House Liaison and Personal Aide to the Administrator  
Environmental Protection Agency

[ford.hayley@epa.gov](mailto:ford.hayley@epa.gov)

Phone: 202-564-2022

Cell: 202-306-1296

Message

---

**From:** Jackson, Ryan [jackson.ryan@epa.gov]  
**Sent:** 3/27/2018 11:53:00 PM  
**To:** Wehrum, Bill [Wehrum.Bill@epa.gov]; Gunasekara, Mandy [Gunasekara.Mandy@epa.gov]  
**Subject:** FW: MTE Event Monday with POTUS

??

---

**From:** Ford, Hayley  
**Sent:** Tuesday, March 27, 2018 6:18 PM  
**To:** quinn.m.jones@who.eop.gov  
**Cc:** Jackson, Ryan <jackson.ryan@epa.gov>; Ferguson, Lincoln <ferguson.lincoln@epa.gov>  
**Subject:** MTE Event Monday with POTUS

Quinn,

Per our conversation, wanted to send along details of the Administrator's call this afternoon with the President. The President requested that we hold an event at 1PM on Monday in the White House Diplomatic Room to announce our final MTE (mid-term evaluation) determination of GHG standards for light-duty vehicles. Our statutory deadline is April 1, but since this falls on a Sunday, we can hold the event Monday and have the President sign the final determination at the event. The President indicated he would like us to set this up and invite car companies.

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Thank you!

*Hayley Ford*

Deputy White House Liaison and Personal Aide to the Administrator  
Environmental Protection Agency

[ford.hayley@epa.gov](mailto:ford.hayley@epa.gov)

Phone: 202-564-2022

Cell: 202-306-1296

## Message

**From:** Ford, Hayley [ford.hayley@epa.gov]  
**Sent:** 4/2/2018 1:03:22 PM  
**To:** Wehrum, Bill [Wehrum.Bill@epa.gov]  
**CC:** Jackson, Ryan [jackson.ryan@epa.gov]  
**Subject:** RE: Principals Meeting - Gas Emission Standards for Imported Vehicles

He and Mandy are both on in his office.

***Hayley Ford***

Deputy White House Liaison and Personal Aide to the Administrator  
 Environmental Protection Agency  
[ford.hayley@epa.gov](mailto:ford.hayley@epa.gov)  
 Phone: 202-564-2022  
 Cell: 202-306-1296

---

**From:** Wehrum, Bill  
**Sent:** Monday, April 2, 2018 9:02 AM  
**To:** Ford, Hayley <ford.hayley@epa.gov>  
**Cc:** Jackson, Ryan <jackson.ryan@epa.gov>  
**Subject:** Re: Principals Meeting - Gas Emission Standards for Imported Vehicles

I have dialed in. Music so far.

---

Bill Wehrum  
 Assistant Administrator  
 Office of Air and Radiation  
 U.S. Environmental Protection Agency  
 (202) 564-7404

On Apr 2, 2018, at 8:53 AM, Ford, Hayley <[ford.hayley@epa.gov](mailto:ford.hayley@epa.gov)> wrote:

Pruitt will be on – he should be here soon.

***Hayley Ford***

Deputy White House Liaison and Personal Aide to the Administrator  
 Environmental Protection Agency  
[ford.hayley@epa.gov](mailto:ford.hayley@epa.gov)  
 Phone: 202-564-2022  
 Cell: 202-306-1296

---

**From:** Moorhead, Quellie U. EOP/WHO [Ex. 6 - Personal Privacy]  
**Sent:** Monday, April 2, 2018 8:52 AM  
**To:** Liddell, Christopher P. EOP/WHO [Ex. 6 - Personal Privacy]; Knight, Shahira E. EOP/WHO [Ex. 6 - Personal Privacy]; Jackson, Ryan <[jackson.ryan@epa.gov](mailto:jackson.ryan@epa.gov)>; geoff.burr@dot.gov; derek.kan@dot.gov; Matthew.Whitaker@usdoj.gov; Moran, John S. EOP/WHO [Ex. 6 - Personal Privacy]; Donaldson, Annie M. EOP/WHO [Ex. 6 - Personal Privacy]; Scott Hommel@ios.doi.gov; juliette.lillie@ios.doi.gov; brian.mccormack@hq.doe.gov; Wayne.Smith@hq.doe.gov; Neumayr, Mary B. EOP/CEQ [Ex. 6 - Personal Privacy] Bremberg, Andrew P. EOP/WHO [Ex. 6 - Personal Privacy] Greer, Jamieson L. EOP/USTR

**Ex. 6 - Personal Privacy** Teramoto, Wendy (Federal <WTeramoto@doc.gov>; Eissenstat, Everett H. EOP/WHO <**Ex. 6 - Personal Privacy**> Brown, Clinton S <BrownCS@state.gov>; Frideres, Taryn F <FrideresTF@state.gov>; Hook, Brian H <HookBH@state.gov>; Donnell, Kathryn L <DonnellKL@state.gov>; Eli.Miller@treasury.gov; Lyons, Derek S. EOP/WHO <**Ex. 6 - Personal Privacy**> Davis, May M. EOP/WHO <**Ex. 6 - Personal Privacy**> Wehrum, Bill <Wehrum.Bill@epa.gov>

**Cc:** Shirley.Gathers@treasury.gov; Hupp, Sydney <hupp.sydney@epa.gov>; wendy.gehring@dot.gov; Errical.Bryant@usdoj.gov; russell\_rodny@ios.doi.gov; Deidre.almstead@hq.doe.gov; Salvi, Mary E. EOP/WHO <**Ex. 6 - Personal Privacy**> Bacak, Abigail R. EOP/USTR <**Ex. 6 - Personal Privacy**> Leach, Macie (Federal <SLeach@doc.gov>; Willems, Clete R. EOP/NSC <**Ex. 6 - Personal Privacy**> Greenwood, Daniel Q. EOP/WHO <**Ex. 6 - Personal Privacy**>; Ford, Hayley <ford.hayley@epa.gov>

**Subject:** RE: Principals Meeting - Gas Emission Standards for Imported Vehicles

**Importance:** High

Hello All,

Reminder that we are having this prep call in 8 minutes. We look forward to you joining.

Dial in information: **Ex. 6 - Personal Privacy**

Kind regards,  
Quellie

**From:** Liddell, Christopher P. EOP/WHO

**Sent:** Sunday, April 1, 2018 6:00 PM

**To:** Liddell, Christopher P. EOP/WHO <**Ex. 6 - Personal Privacy**>; Knight, Shahira E. EOP/WHO <**Ex. 6 - Personal Privacy**>; jackson.ryan@epa.gov; geoff.burr@dot.gov; derek.kan@dot.gov; Matthew.Whitaker@usdoj.gov; Moran, John S. EOP/WHO <**Ex. 6 - Personal Privacy**>; Donaldson, Annie M. EOP/WHO <**Ex. 6 - Personal Privacy**>; Scott\_Hommel@ios.doi.gov; juliette\_lillie@ios.doi.gov; brian.mccormack@hq.doe.gov; Wayne.Smith@hq.doe.gov; Neumayr, Mary B. EOP/CEQ <**Ex. 6 - Personal Privacy**>; Bremberg, Andrew P. EOP/WHO <**Ex. 6 - Personal Privacy**>; Greer, Jamieson L. EOP/USTR <**Ex. 6 - Personal Privacy**>; Teramoto, Wendy (Federal <WTeramoto@doc.gov>; Eissenstat, Everett H. EOP/WHO <**Ex. 6 - Personal Privacy**>; Brown, Clinton S <BrownCS@state.gov>; Frideres, Taryn F <FrideresTF@state.gov>; Hook, Brian H <HookBH@state.gov>; Donnell, Kathryn L <DonnellKL@state.gov>; Eli.Miller@treasury.gov; Lyons, Derek S. EOP/WHO <**Ex. 6 - Personal Privacy**>; Davis, May M. EOP/WHO <**Ex. 6 - Personal Privacy**>

**Cc:** Shirley.Gathers@treasury.gov; Hupp.sydney@epa.gov; wendy.gehring@dot.gov; Errical.Bryant@usdoj.gov; russell\_rodny@ios.doi.gov; Deidre.almstead@hq.doe.gov; Salvi, Mary E. EOP/WHO <**Ex. 6 - Personal Privacy**>; Bacak, Abigail R. EOP/USTR <**Ex. 6 - Personal Privacy**> Leach, Macie (Federal <SLeach@doc.gov>; Willems, Clete R. EOP/NSC <**Ex. 6 - Personal Privacy**> Greenwood, Daniel Q. EOP/WHO <**Ex. 6 - Personal Privacy**>; Moorhead, Quellie U. EOP/WHO <**Ex. 6 - Personal Privacy**>

**Subject:** RE: Principals Meeting - Gas Emission Standards for Imported Vehicles

**Importance:** High

Thank you to the components who have already signed up to tomorrow's call. The call will cover next steps as we prepare for Thursday's PC meeting at 9 AM. Please remember to RSVP to

**Ex. 6 - Personal Privacy** ASAP and register for the call at **Ex. 6 - Personal Privacy**

**Ex. 6 - Personal Privacy**

Regards,

Chris

**From:** Liddell, Christopher P. EOP/WHO

**Sent:** Saturday, March 31, 2018 2:47 PM

**To:** Knight, Shahira E. EOP/WHO <[Ex. 6 - Personal Privacy]>; 'jackson.ryan@epa.gov' <jackson.ryan@epa.gov>; 'geoff.burr@dot.gov' <geoff.burr@dot.gov>; 'derek.kan@dot.gov' <derek.kan@dot.gov>; 'Matthew.Whitaker@usdoj.gov' <Matthew.Whitaker@usdoj.gov>; Moran, John S. EOP/WHO <[Ex. 6 - Personal Privacy]>; Donaldson, Annie M. EOP/WHO <[Ex. 6 - Personal Privacy]>; 'Scott.Hommel@ios.doi.gov' <Scott.Hommel@ios.doi.gov>; 'juliette.lillie@ios.doi.gov' <juliette.lillie@ios.doi.gov>; 'brian.mccormack@hq.doe.gov' <brian.mccormack@hq.doe.gov>; 'Wayne.Smith@hq.doe.gov' <Wayne.Smith@hq.doe.gov>; Neumayr, Mary B. EOP/CEQ <[Ex. 6 - Personal Privacy]>; Bremberg, Andrew P. EOP/WHO <[Ex. 6 - Personal Privacy]>; Greer, Jamieson L. EOP/USTR <[Ex. 6 - Personal Privacy]>; 'Teramoto, Wendy (Federal)' <WTeramoto@doc.gov>; Eissenstat, Everett H. EOP/WHO <[Ex. 6 - Personal Privacy]>; 'Brown, Clinton S' <BrownCS@state.gov>; 'Frideres, Taryn F' <FrideresTF@state.gov>; 'Hook, Brian H' <HookBH@state.gov>; 'Donnell, Kathryn L' <DonnellKL@state.gov>; 'Eli.Miller@treasury.gov' <Eli.Miller@treasury.gov>; Lyons, Derek S. EOP/WHO <[Ex. 6 - Personal Privacy]>; Davis, May M. EOP/WHO <[Ex. 6 - Personal Privacy]>;  
**Cc:** 'Shirley.Gathers@treasury.gov' <Shirley.Gathers@treasury.gov>; 'Hupp.sydney@epa.gov' <Hupp.sydney@epa.gov>; 'wendy.gehring@dot.gov' <wendy.gehring@dot.gov>; 'Errical.Bryant@usdoj.gov' <Errical.Bryant@usdoj.gov>; 'russell.rodny@ios.doi.gov' <russell.rodny@ios.doi.gov>; 'Deidre.almstead@hq.doe.gov' <Deidre.almstead@hq.doe.gov>; Salvi, Mary E. EOP/WHO <[Ex. 6 - Personal Privacy]>; Bacak, Abigail R. EOP/USTR <[Ex. 6 - Personal Privacy]>; 'Leach, Macie (Federal)' <SLeach@doc.gov>; Willems, Clete R. EOP/NSC <[Ex. 6 - Personal Privacy]>; Greenwood, Daniel Q. EOP/WHO <[Ex. 6 - Personal Privacy]>;

**Subject:** Principals Meeting - Gas Emission Standards for Imported Vehicles

**Importance:** High

Good afternoon,

The White House is convening a Principals meeting this Thursday to discuss adjusting greenhouse gas emission standards for imported vehicles. We intend to convene a POTUS meeting on Friday. This Principals meeting follows up on the addendum provided by EPA to its mid-term evaluation of CAFE standards. A note further explaining the background and required tasks is attached.

Please note the following tasks:

1. RSVP for the Principals call, which will be held on Monday at 9:00 AM (proxies allowed, dial in to be provided). RSVP to [Ex. 6 - Personal Privacy]
2. Ensure that we have your component's feedback, as described in the attached, by 5:00 PM on Wednesday.
3. RSVP for the Principals meeting, which will be held at 9:00 AM on Thursday.

Please note that this is a POTUS priority and requires your component's urgency. We understand this is a short time frame.

It is important, however, that you set out any issues you have with the potential policy, alternative suggestions, and suggested timeframes that you would need to resolve those issues.

Invited participants below:

NEC (+1)

EPA (+1)

DOT

DOJ

WHCO

DOI

Energy

CEQ

USTR

Commerce

NSC

State

Treasury

OMB/OIRA

Staff Sec



## Message

**From:** Ford, Hayley [ford.hayley@epa.gov]  
**Sent:** 4/2/2018 12:53:32 PM  
**To:** Wehrum, Bill [Wehrum.Bill@epa.gov]  
**CC:** Jackson, Ryan [jackson.ryan@epa.gov]  
**Subject:** FW: Principals Meeting - Gas Emission Standards for Imported Vehicles

**Importance:** High

Pruitt will be on – he should be here soon.

***Hayley Ford***

Deputy White House Liaison and Personal Aide to the Administrator  
 Environmental Protection Agency

[ford.hayley@epa.gov](mailto:ford.hayley@epa.gov)

Phone: 202-564-2022

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**Sent:** Monday, April 2, 2018 8:52 AM  
**To:** Liddell, Christopher P. EOP/WHO [Ex. 6 - Personal Privacy]; Knight, Shahira E. EOP/WHO [Ex. 6 - Personal Privacy]; Jackson, Ryan <jackson.ryan@epa.gov>; geoff.burr@dot.gov; derek.kan@dot.gov; Matthew.Whitaker@usdoj.gov; Moran, John S. EOP/WHO [Ex. 6 - Personal Privacy]; Donaldson, Annie M. EOP/WHO [Ex. 6 - Personal Privacy]; Scott\_Hommel@ios.doi.gov; juliette\_lillie@ios.doi.gov; brian.mccormack@hq.doe.gov; Wayne.Smith@hq.doe.gov; Neumayr, Mary B. EOP/CEQ [Ex. 6 - Personal Privacy]; Bremberg, Andrew P. EOP/WHO [Ex. 6 - Personal Privacy]; Greer, Jamieson L. EOP/USTR [Ex. 6 - Personal Privacy]; Teramoto, Wendy (Federal <WTeramoto@doc.gov>; Eissenstat, Everett H. EOP/WHO [Ex. 6 - Personal Privacy]; Brown, Clinton S <BrownCS@state.gov>; Frideres, Taryn F <FrideresTF@state.gov>; Hook, Brian H <HookBH@state.gov>; Donnell, Kathryn L <DonnellKL@state.gov>; Eli.Miller@treasury.gov; Lyons, Derek S. EOP/WHO [Ex. 6 - Personal Privacy]; Davis, May M. EOP/WHO [Ex. 6 - Personal Privacy]; Wehrum, Bill <Wehrum.Bill@epa.gov>  
**Cc:** Shirley.Gathers@treasury.gov; Hupp, Sydney <hupp.sydney@epa.gov>; wendy.gehring@dot.gov; Errical.Bryant@usdoj.gov; russell\_rodny@ios.doi.gov; Deidre.almstead@hq.doe.gov; Salvi, Mary E. EOP/WHO [Ex. 6 - Personal Privacy]; Bacak, Abigail R. EOP/USTR [Ex. 6 - Personal Privacy]; Leach, Macie (Federal <SLeach@doc.gov>; Willems, Clete R. EOP/NSC [Ex. 6 - Personal Privacy]; Greenwood, Daniel Q. EOP/WHO [Ex. 6 - Personal Privacy]; Ford, Hayley <ford.hayley@epa.gov>  
**Subject:** RE: Principals Meeting - Gas Emission Standards for Imported Vehicles  
**Importance:** High

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Kind regards,  
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**Sent:** Sunday, April 1, 2018 6:00 PM  
**To:** Liddell, Christopher P. EOP/WHO [Ex. 6 - Personal Privacy]; Knight, Shahira E. EOP/WHO [Ex. 6 - Personal Privacy]; jackson.ryan@epa.gov; geoff.burr@dot.gov; derek.kan@dot.gov;

Matthew.Whitaker@usdoj.gov; Moran, John S. EOP/WHO <Ex. 6 - Personal Privacy>; Donaldson, Annie M. EOP/WHO <Ex. 6 - Personal Privacy>; Scott\_Hommel@ios.doi.gov; juliette\_lillie@ios.doi.gov; brian.mccormack@hq.doe.gov; Wayne.Smith@hq.doe.gov; Neumayr, Mary B. EOP/CEQ <Ex. 6 - Personal Privacy>; Bremberg, Andrew P. EOP/WHO <Ex. 6 - Personal Privacy>; Greer, Jamieson L. EOP/USTR <Ex. 6 - Personal Privacy>; Teramoto, Wendy (Federal <WTeramoto@doc.gov>; Eissenstat, Everett H. EOP/WHO <Ex. 6 - Personal Privacy>; Brown, Clinton S <BrownCS@state.gov>; Frideres, Taryn F <FrideresTF@state.gov>; Hook, Brian H <HookBH@state.gov>; Donnell, Kathryn L <DonnellKL@state.gov>; Eli.Miller@treasury.gov; Lyons, Derek S. EOP/WHO <Ex. 6 - Personal Privacy>; Davis, May M. EOP/WHO <Ex. 6 - Personal Privacy>

**Cc:** Shirley.Gathers@treasury.gov; Hupp.sydney@epa.gov; wendy.gehring@dot.gov; Errical.Bryant@usdoj.gov; russell\_rodny@ios.doi.gov; Deidre.almstead@hq.doe.gov; Salvi, Mary E. EOP/WHO <Ex. 6 - Personal Privacy>; Bacak, Abigail R. EOP/USTR <Ex. 6 - Personal Privacy>; Leach, Macie (Federal <SLeach@doc.gov>; Willems, Clete R. EOP/NSC <Ex. 6 - Personal Privacy>; Greenwood, Daniel Q. EOP/WHO <Ex. 6 - Personal Privacy>; Moorhead, Quellie U. EOP/WHO <Ex. 6 - Personal Privacy>

**Subject:** RE: Principals Meeting - Gas Emission Standards for Imported Vehicles

**Importance:** High

Thank you to the components who have already signed up to tomorrow's call. The call will cover next steps as we prepare for Thursday's PC meeting at 9 AM. Please remember to RSVP to <Ex. 6 - Personal Privacy> ASAP and register for the call at <Ex. 6 - Personal Privacy>

Regards,

Chris

---

**From:** Liddell, Christopher P. EOP/WHO  
**Sent:** Saturday, March 31, 2018 2:47 PM  
**To:** Knight, Shahira E. EOP/WHO <Ex. 6 - Personal Privacy>; 'jackson.ryan@epa.gov' <jackson.ryan@epa.gov>; 'geoff.burr@dot.gov' <geoff.burr@dot.gov>; 'derek.kan@dot.gov' <derek.kan@dot.gov>; 'Matthew.Whitaker@usdoj.gov' <Matthew.Whitaker@usdoj.gov>; Moran, John S. EOP/WHO <Ex. 6 - Personal Privacy>; Donaldson, Annie M. EOP/WHO <Ex. 6 - Personal Privacy>; 'Scott\_Hommel@ios.doi.gov' <Scott\_Hommel@ios.doi.gov>; 'juliette\_lillie@ios.doi.gov' <juliette\_lillie@ios.doi.gov>; 'brian.mccormack@hq.doe.gov' <brian.mccormack@hq.doe.gov>; 'Wayne.Smith@hq.doe.gov' <Wayne.Smith@hq.doe.gov>; Neumayr, Mary B. EOP/CEQ <Ex. 6 - Personal Privacy>; Bremberg, Andrew P. EOP/WHO <Ex. 6 - Personal Privacy>; Greer, Jamieson L. EOP/USTR <Ex. 6 - Personal Privacy>; Teramoto, Wendy (Federal' <WTeramoto@doc.gov>; Eissenstat, Everett H. EOP/WHO <Ex. 6 - Personal Privacy>; 'Brown, Clinton S' <BrownCS@state.gov>; 'Frideres, Taryn F' <FrideresTF@state.gov>; 'Hook, Brian H' <HookBH@state.gov>; 'Donnell, Kathryn L' <DonnellKL@state.gov>; 'Eli.Miller@treasury.gov' <Eli.Miller@treasury.gov>; Lyons, Derek S. EOP/WHO <Ex. 6 - Personal Privacy>; Davis, May M. EOP/WHO <Ex. 6 - Personal Privacy>

**Cc:** 'Shirley.Gathers@treasury.gov' <Shirley.Gathers@treasury.gov>; 'Hupp.sydney@epa.gov' <Hupp.sydney@epa.gov>; 'wendy.gehring@dot.gov' <wendy.gehring@dot.gov>; 'Errical.Bryant@usdoj.gov' <Errical.Bryant@usdoj.gov>; 'russell\_rodny@ios.doi.gov' <russell\_rodny@ios.doi.gov>; 'Deidre.almstead@hq.doe.gov' <Deidre.almstead@hq.doe.gov>; Salvi, Mary E. EOP/WHO <Ex. 6 - Personal Privacy>; Bacak, Abigail R. EOP/USTR <Ex. 6 - Personal Privacy>; 'Leach, Macie (Federal' <SLeach@doc.gov>; Willems, Clete R. EOP/NSC <Ex. 6 - Personal Privacy>; Greenwood, Daniel Q. EOP/WHO <Ex. 6 - Personal Privacy>

**Subject:** Principals Meeting - Gas Emission Standards for Imported Vehicles  
**Importance:** High

Good afternoon,

The White House is convening a Principals meeting this Thursday to discuss adjusting greenhouse gas emission standards for imported vehicles. We intend to convene a POTUS meeting on Friday. This Principals meeting follows up on the addendum provided by EPA to its mid-term evaluation of CAFE standards. A note further explaining the background and required tasks is attached.

Please note the following tasks:

1. RSVP for the Principals call, which will be held on Monday at 9:00 AM (proxies allowed, dial in to be provided).  
RSVP to **Ex. 6 - Personal Privacy**
2. Ensure that we have your component's feedback, as described in the attached, by 5:00 PM on Wednesday.
3. RSVP for the Principals meeting, which will be held at 9:00 AM on Thursday.

Please note that this is a POTUS priority and requires your component's urgency. We understand this is a short time frame.

It is important, however, that you set out any issues you have with the potential policy, alternative suggestions, and suggested timeframes that you would need to resolve those issues.

Invited participants below:

NEC (+1)  
EPA (+1)  
DOT  
DOJ  
WHCO  
DOI  
Energy  
CEQ  
USTR  
Commerce  
NSC  
State  
Treasury  
OMB/OIRA  
Staff Sec

Message

---

**From:** Jackson, Ryan [jackson.ryan@epa.gov]  
**Sent:** 4/2/2018 12:39:15 PM  
**To:** Wehrum, Bill [Wehrum.Bill@epa.gov]  
**CC:** Wehrum, Bill [Wehrum.Bill@epa.gov]  
**Subject:** Fwd: Principals Meeting - Gas Emission Standards for Imported Vehicles

Hayley is sending the call in information shortly.

I misread this.

Ryan Jackson  
Chief of Staff  
U.S. EPA  
202-564-6999

Begin forwarded message:

**From:** "Ford, Hayley" <ford.hayley@epa.gov>  
**Date:** April 1, 2018 at 9:50:02 PM EDT  
**To:** "Jackson, Ryan" <jackson.ryan@epa.gov>  
**Subject:** Re: Principals Meeting - Gas Emission Standards for Imported Vehicles

I think Troy said May 16 not April?

Sent from my iPhone

On Apr 1, 2018, at 12:57 PM, Jackson, Ryan <jackson.ryan@epa.gov> wrote:

Also Hayley is April 16 clear for testimony?

Ryan Jackson  
Chief of Staff  
U.S. EPA  
202-564-6999

On Apr 1, 2018, at 12:56 PM, Ford, Hayley <ford.hayley@epa.gov> wrote:

He won't be here on Thursday. He'll be in Lexington.

Sent from my iPhone

On Mar 31, 2018, at 4:28 PM, Jackson, Ryan <jackson.ryan@epa.gov> wrote:

Hayley, our plus one needs to be Bill.

Ryan Jackson  
Chief of Staff  
U.S. EPA  
202-564-6999

Begin forwarded message:

**From:** "Liddell, Christopher P.  
EOP/WHO"

<Ex. 6 - Personal Privacy>

**Date:** March 31, 2018 at 2:48:43 PM  
EDT

**To:** "Knight, Shahira E. EOP/WHO"

<Ex. 6 - Personal Privacy>

"jackson.ryan@epa.gov"

<jackson.ryan@epa.gov>,"

"geoff.burr@dot.gov"

<geoff.burr@dot.gov>,"

"derek.kan@dot.gov"

<derek.kan@dot.gov>,"

"Matthew.Whitaker@usdoj.gov"

<Matthew.Whitaker@usdoj.gov>,"

"Moran, John S. EOP/WHO"

<Ex. 6 - Personal Privacy>

"Donaldson, Annie M. EOP/WHO"

<Ex. 6 - Personal Privacy>

"Scott Hommel@ios.doi.gov"

<Scott Hommel@ios.doi.gov>,"

"juliette lillie@ios.doi.gov"

<juliette lillie@ios.doi.gov>,"

"brian.mccormack@hq.doe.gov"

<brian.mccormack@hq.doe.gov>,"

"Wayne.Smith@hq.doe.gov"

<Wayne.Smith@hq.doe.gov>,"

"Neumayr, Mary B. EOP/CEQ"

<Ex. 6 - Personal Privacy>

"Bremberg, Andrew P. EOP/WHO"

<Ex. 6 - Personal Privacy>

"Greer, Jamieson L. EOP/USTR"

< Ex. 6 - Personal Privacy >

"Teramoto, Wendy (Federal)"

<WTeramoto@doc.gov>, "Eissenstat,  
Everett H. EOP/WHO"

< Ex. 6 - Personal Privacy >

"Brown, Clinton S"

<BrownCS@state.gov>, "Frideres, Taryn  
F" <FrideresTF@state.gov>, "Hook,  
Brian H" <HookBH@state.gov>,

"Donnell, Kathryn L"

<DonnellKL@state.gov>,

"Eli.Miller@treasury.gov"

<Eli.Miller@treasury.gov>, "Lyons,

Derek S. EOP/WHO"

< Ex. 6 - Personal Privacy >, "Davis,

May M. EOP/WHO"

< Ex. 6 - Personal Privacy >

Cc: "Shirley.Gathers@treasury.gov"

<Shirley.Gathers@treasury.gov>,

"Hupp.sydney@epa.gov"

<Hupp.sydney@epa.gov>,

"wendy.gehring@dot.gov"

<wendy.gehring@dot.gov>,

"Errical.Bryant@usdoj.gov"

<Errical.Bryant@usdoj.gov>,

"russell\_rodny@ios.doi.gov"

<russell\_rodny@ios.doi.gov>,

"Deidre.almstead@hq.doe.gov"

<Deidre.almstead@hq.doe.gov>, "Salvi,

Mary E. EOP/WHO"

< Ex. 6 - Personal Privacy >, "Bacak,

Abigail R. EOP/USTR"

< Ex. 6 - Personal Privacy >

"Leach, Macie (Federal)"

<SLeach@doc.gov>, "Willems, Clete R.  
EOP/NSC"

< Ex. 6 - Personal Privacy >

"Greenwood, Daniel Q. EOP/WHO"

< Ex. 6 - Personal Privacy >

**Subject: Principals Meeting - Gas  
Emission Standards for Imported  
Vehicles**

Good afternoon,

The White House is convening a  
Principals meeting this Thursday to  
discuss adjusting greenhouse gas  
emission standards for imported  
vehicles. We intend to convene a  
POTUS meeting on Friday. This  
Principals meeting follows up on the

addendum provided by EPA to its mid-term evaluation of CAFE standards. A note further explaining the background and required tasks is attached.

Please note the following tasks:

1. <!--[if !supportLists]--><!--[endif]-->RSVP for the Principals call, which will be held on Monday at 9:00 AM (proxies allowed, dial in to be provided). RSVP to **Ex. 6 - Personal Privacy**
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Please note that this is a POTUS priority and requires your component's urgency. We understand this is a short time frame.

It is important, however, that you set out any issues you have with the potential policy, alternative suggestions, and suggested timeframes that you would need to resolve those issues.

Invited participants below:

NEC (+1)  
 EPA (+1)  
 DOT  
 DOJ  
 WHCO  
 DOI  
 Energy  
 CEQ  
 USTR  
 Commerce  
 NSC  
 State  
 Treasury  
 OMB/OIRA  
 Staff Sec

Message

---

**From:** Jackson, Ryan [jackson.ryan@epa.gov]  
**Sent:** 4/2/2018 2:50:36 AM  
**To:** Ford, Hayley [ford.hayley@epa.gov]  
**CC:** Wehrum, Bill [Wehrum.Bill@epa.gov]  
**Subject:** Re: Principals Meeting - Gas Emission Standards for Imported Vehicles

Confusing on that. We should still call in Thursday for this nonsense.

Ryan Jackson  
Chief of Staff  
U.S. EPA  
202-564-6999

On Apr 1, 2018, at 9:49 PM, Ford, Hayley <[ford.hayley@epa.gov](mailto:ford.hayley@epa.gov)> wrote:

Ryan you said call but it says tomorrow is the call and Thursday is a principals meeting. Friday is POTUS meeting.

We need to bring to their attention ASAP don't you think?

Sent from my iPhone

On Apr 1, 2018, at 12:57 PM, Jackson, Ryan <[jackson.ryan@epa.gov](mailto:jackson.ryan@epa.gov)> wrote:

That's fine. It's still a call in situation.

Calling in is fine.

Ryan Jackson  
Chief of Staff  
U.S. EPA  
202-564-6999

On Apr 1, 2018, at 12:56 PM, Ford, Hayley <[ford.hayley@epa.gov](mailto:ford.hayley@epa.gov)> wrote:

He won't be here on Thursday. He'll be in Lexington.



Sent from my iPhone

On Mar 31, 2018, at 4:28 PM, Jackson, Ryan <jackson.ryan@epa.gov> wrote:

Hayley, our plus one needs to be Bill.

Ryan Jackson  
Chief of Staff  
U.S. EPA  
202-564-6999

Begin forwarded message:

**From:** "Liddell, Christopher P.  
EOP/WHO"

Ex. 6 - Personal Privacy

**Date:** March 31, 2018 at 2:48:43 PM  
EDT

**To:** "Knight, Shahira E. EOP/WHO"

Ex. 6 - Personal Privacy

"jackson.ryan@epa.gov"

<jackson.ryan@epa.gov>,

"geoff.burr@dot.gov"

<geoff.burr@dot.gov>,

"derek.kan@dot.gov"

<derek.kan@dot.gov>,

"Matthew.Whitaker@usdoj.gov"

<Matthew.Whitaker@usdoj.gov>,

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Ex. 6 - Personal Privacy

"Donaldson, Annie M. EOP/WHO"

Ex. 6 - Personal Privacy

"Scott Hommel@ios.doi.gov"

<Scott Hommel@ios.doi.gov>,

"juliette lillie@ios.doi.gov"

<juliette lillie@ios.doi.gov>,

"brian.mccormack@hq.doe.gov"

<brian.mccormack@hq.doe.gov>,

"Wayne.Smith@hq.doe.gov"

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Everett H. EOP/WHO"

**Ex. 6 - Personal Privacy**

"Brown, Clinton S"

<BrownCS@state.gov>, "Frideres, Taryn  
F" <FrideresTF@state.gov>, "Hook,  
Brian H" <HookBH@state.gov>,

"Donnell, Kathryn L"

<DonnellKL@state.gov>,

"Eli.Miller@treasury.gov"

<Eli.Miller@treasury.gov>, "Lyons,  
Derek S. EOP/WHO"

**Ex. 6 - Personal Privacy**

"Davis,  
May M. EOP/WHO"

**Ex. 6 - Personal Privacy**

**Cc:** "Shirley.Gathers@treasury.gov"

<Shirley.Gathers@treasury.gov>,

"Hupp.sydney@epa.gov"

<Hupp.sydney@epa.gov>,

"wendy.gehring@dot.gov"

<wendy.gehring@dot.gov>,

"Errical.Bryant@usdoj.gov"

<Errical.Bryant@usdoj.gov>,

"russell\_rodny@ios.doi.gov"

<russell\_rodny@ios.doi.gov>,

"Deidre.almstead@hq.doe.gov"

<Deidre.almstead@hq.doe.gov>, "Salvi,  
Mary E. EOP/WHO"

**Ex. 6 - Personal Privacy**

"Bacak,  
Abigail R. EOP/USTR"

**Ex. 6 - Personal Privacy**

"Leach, Macie (Federal"

<SLeach@doc.gov>, "Willems, Clete R.  
EOP/NSC"

**Ex. 6 - Personal Privacy**

"Greenwood, Daniel Q. EOP/WHO"

**Ex. 6 - Personal Privacy**

**Subject: Principals Meeting - Gas  
Emission Standards for Imported  
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addendum provided by EPA to its mid-

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 DOT  
 DOJ  
 WHCO  
 DOI  
 Energy  
 CEQ  
 USTR  
 Commerce  
 NSC  
 State  
 Treasury  
 OMB/OIRA  
 Staff Sec

<EPA GHGE Standard Look Ahead.docx>

## Message

**From:** Wehrum, Bill [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=33D96AE800CF43A3911D94A7130B6C41-WEHRUM, WIL]  
**Sent:** 3/28/2018 9:26:05 PM  
**To:** Ford, Hayley [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=4748a9029cf74453a20ee8ac9527830c-Ford, Hayle]  
**CC:** Gunasekara, Mandy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=53d1a3caa8bb4ebab8a2d28ca59b6f45-Gunasekara,]; Ferguson, Lincoln [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=08cd7f82606244de96b61b96681c46de-Ferguson, L]  
**BCC:** Jackson, Ryan [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=38bc8e18791a47d88a279db2fec8bd60-Jackson, Ry]  
**Subject:** Re: MTE Event Monday with POTUS

Hayley - One more thing to consider

Ex. 5 - Deliberative Process

## Ex. 5 - Deliberative Process

Bill Wehrum  
 Assistant Administrator  
 Office of Air and Radiation  
 U.S. Environmental Protection Agency  
 (202) 564-7404

On Mar 28, 2018, at 10:27 AM, Ford, Hayley <[ford.hayley@epa.gov](mailto:ford.hayley@epa.gov)> wrote:

Wanted to keep you in the loop with the planning of this.

Sent from my iPhone

Begin forwarded message:

**From:** "Liddell, Christopher P. EOP/WHO" <[Christopher.P.Liddell@who.eop.gov](mailto:Christopher.P.Liddell@who.eop.gov)>  
**Date:** March 28, 2018 at 11:15:22 AM MDT  
**To:** "Ford, Hayley" <[ford.hayley@epa.gov](mailto:ford.hayley@epa.gov)>  
**Cc:** "Jones-O'Brien, Quinn M. EOP/WHO" <[Quinn.M.Jones@who.eop.gov](mailto:Quinn.M.Jones@who.eop.gov)>, "Moorhead, Quellie U. EOP/WHO" <[Quellie.U.Moorhead@who.eop.gov](mailto:Quellie.U.Moorhead@who.eop.gov)>, "Ferguson, Lincoln" <[ferguson.lincoln@epa.gov](mailto:ferguson.lincoln@epa.gov)>  
**Subject:** RE: MTE Event Monday with POTUS

Let me juggle all the factors and I will come back asap

**From:** Ford, Hayley [<mailto:ford.hayley@epa.gov>]  
**Sent:** Wednesday, March 28, 2018 1:13 PM  
**To:** Liddell, Christopher P. EOP/WHO <[Christopher.P.Liddell@who.eop.gov](mailto:Christopher.P.Liddell@who.eop.gov)>  
**Cc:** Jones-O'Brien, Quinn M. EOP/WHO <[Quinn.M.Jones@who.eop.gov](mailto:Quinn.M.Jones@who.eop.gov)>; Moorhead, Quellie U. EOP/WHO <[Quellie.U.Moorhead@who.eop.gov](mailto:Quellie.U.Moorhead@who.eop.gov)>; Ferguson, Lincoln <[ferguson.lincoln@epa.gov](mailto:ferguson.lincoln@epa.gov)>  
**Subject:** Re: MTE Event Monday with POTUS

The statutory deadline to announce our final MTE determination is April 1 (Sunday).

## Ex. 5 - Deliberative Process

## Ex. 5 - Deliberative Process

Sent from my iPhone

On Mar 28, 2018, at 11:00 AM, Liddell, Christopher P. EOP/WHO  
<[Christopher.P.Liddell@who.eop.gov](mailto:Christopher.P.Liddell@who.eop.gov)> wrote:

Hi Hayley

I am running the traps on this here to see what we can do

## Ex. 5 - Deliberative Process

Chris

---

**From:** Ford, Hayley [<mailto:ford.hayley@epa.gov>]  
**Sent:** Wednesday, March 28, 2018 11:59 AM  
**To:** Jones-O'Brien, Quinn M. EOP/WHO <[Quinn.M.Jones@who.eop.gov](mailto:Quinn.M.Jones@who.eop.gov)>  
**Cc:** Jackson, Ryan <[jackson.ryan@epa.gov](mailto:jackson.ryan@epa.gov)>; Ferguson, Lincoln  
<[ferguson.lincoln@epa.gov](mailto:ferguson.lincoln@epa.gov)>  
**Subject:** Re: MTE Event Monday with POTUS

Quinn,

Also wanted to send along details of the event we're planning for Next  
Tuesday. **Ex. 5 - Deliberative Process**

## Ex. 5 - Deliberative Process

Thanks!

The event will take place at the Pohanka auto group Chevy dealership in  
Chantilly, VA. Joining the administrator will be Peter Welch the CEO of  
the National Automotive Dealers Association, Mitch Bainwol the CEO of  
the Alliance of Automotive Manufacturers, and John Bozzella the CEO of

the global automakers, Cody Lusk the CEO of American International Automobile Dealers, John O'Donnell the CEO of the Washington Area New Auto-dealers Association, and Ann Wilson a VP with the Motor Equipment Manufacturers Association.

10:30am Geoff Pohanka will introduce the Administrator. Geoff is a huge fan of this administration and could not be more excited about this announcement and is willing to do whatever it takes to make this event a success!

10:35 Administrator will make an announcement regarding MTE in the main showroom at the dealership. Or will highlight the president's announcement.

10:45 Mitch Bainwol, Peter Welch, and John Bozella will speak to how important this announcement is for both the auto manufacturers and the auto dealers

11:00am Take pictures with people in attendance (in attendance will be about 50-70 employees, technicians, and salesmen)

11:15 interview for the auto dealers internal publication.

11:30am Depart back to the office.

Location is 13915 Lee Jackson Memorial Hwy, Chantilly. VA, 20151.

Sent from my iPhone

On Mar 27, 2018, at 5:28 PM, Jones-O'Brien, Quinn M. EOP/WHO  
<Quinn.M.Jones@who.eop.gov> wrote:

Thanks, Hayley. Will discuss with Chief tomorrow.

Sent from my iPhone

On Mar 27, 2018, at 6:18 PM, Ford, Hayley  
<ford.hayley@epa.gov> wrote:

Quinn,

**Ex. 5 - Deliberative Process**

As I mentioned on our call, we are also setting up an event for the Administrator next Tuesday to celebrate this decision in Northern VA at a car dealership.

**Ex. 5 - Deliberative Process**

Thank you!

***Hayley Ford***

Deputy White House Liaison and  
Personal Aide to the Administrator  
Environmental Protection Agency

[ford.hayley@epa.gov](mailto:ford.hayley@epa.gov)

Phone: 202-564-2022

Cell: 202-306-1296